

Fast run on KCS's *Southern Belle* • Royal Hudsons at rest

ClassicTrains®

THE GOLDEN YEARS OF RAILROADING

From the
Publishers of
TRAINS Magazine

Winter 2008

DISPLAY UNTIL FEBRUARY 3, 2009

Birth of a legend

The ecstasy, agony,
and legacy of Alco's
first PA diesels

PLUS

**Union Pacific's
mighty 4-8-4's**

Diesels South:

A 1962 search for rare power in Dixie

Boyhood adventures with NYC steam

Love affair with a Lehigh Valley PA

www.ClassicTrainsMag.com

\$6.95



0 72246 46788 6

84

Vol. 7 • Issue 4

HERRON RAIL VIDEO

Since 1985. The Leader in Vintage Rail Video

NEW DVD!

Trains at Speed!



**Fast Running Steam and Diesel
Passenger & Freight Trains
1930's - 1970's**

A SAMPLER OF THE HERRON RAIL VIDEO COLLECTION

**62 Minutes.
Narrated.
Action Packed!**



Trains at Speed!

A Sampler of Classic Speeding Train Scenes from our collections of DVD programs plus some new footage never before released. Partial Contents:

- * Milwaukee Road, CB&Q & C&NW Streamliners!
- * Fast running on NYC, PRR, ICRR, S.P., & More!
- * 4-6-4 Hudsons on NYC, CB&Q, ATSF, DL&W, CN & CP!
- * Burlington's Classic 4-8-4's! * B&O 4-6-2 5300 Chase!
- * Fast Freight on NKP in the 1950's!
- * 1970 Chicago Diesel action on CB&Q and Milw. Rd.!
- * Fast Diesel Freight on U.P., ATSF, DRGW, BNSF & More!

For many years, we've received requests for a preview video.

This DVD showcases segments from many of our programs in a collection of exciting fast paced action. **Order yours today!**

Ask for item 048-D. Only \$24.95!

For more descriptions, see our web site.

Add \$ 6.00 p&h for 1 item, \$1.00 for each additional. FL residents add 7.00% tax.

Visa/MC orders call toll free 1 (800) 783-3886

Mail orders enclose check or money order and mail to:
Dept C, Herron Rail Video,

2016 N. Village Ave., Tampa, FL 33612

Fax 1 (813) 932-6173

Catalog and many more titles on our Web Site: <http://www.herronrail.com>

TWO NEW DVD'S! With Chapters!

SOUTHERN PACIFIC Classic Steam With Sound!



Volume 1

SP in the 1940's & 1950's in California
SP Sound, much of it Recorded Live!
77 SP steam locomotives hard at work!

56 Minutes

CHAPTERS:
DAILY SCHEDULE



SOUTHERN PACIFIC Classic Steam With Sound!



Volume 2

*Chasing
Daylights
and More!*

Plus Tucson Action in the 1940's!

Chase GS 4-8-4's up to 95 Miles per Hour!
San Francisco Commute Steam in 1956
49 SP steam locomotives hard at work!

53 Minutes

CHAPTERS:
TRAINING DAYLIGHTS



SOUTHERN PACIFIC CLASSIC STEAM 1940'S and 1950's Much with Live Sound

Volume 1: 77 Locomotives Cab Forwards, GS 4-8-4's, MT Class 4-8-2's, Pacifics, and more with Live Sound film of San Francisco Steam Commutes and Cab Forwards plus an AC9 on the Modoc Line in 1955 56 minutes of great SP Steam action!

Volume 2: 49 Locomotives with action at Tucson in the 1940's plus Chasing GS class 4-8-4's on Mail Trains, Excursions to Indio and Fresno in 1956. Chase 4439 at 95 MPH with Live Sound! Then follow Pacific 2475 from San Jose to Tracy through Niles Canyon. 53 minutes of non-stop action!

Featuring 1950's Live Sound film by Joseph Schmitz.

Each Volume \$39.95 *Order both at once and get free U.S. shipping. In Stock and ready to Ship!*

ILLINOIS CENTRAL STEAM FINALE



2 Shows in One DVD!

First, the end of steam on ICRR with live sound film by Jos. Schmitz and additional film by Bill Warrick and others of action in the Paducah, KY area and elsewhere. You'll find 4-8-2's, 2-10-2's, 2-8-2's and more plus some diesels, too.

Then, Follow NKP 2-8-4 765 on It's 1992 excursions on Paducah & Louisville Ry between Paducah and Central City, KY. 765 used our IC steamboat whistle on these trips

Item 045-D 70 Mins. Narrated \$ 39.95



Editor Robert S. McGonigal
 Art Director Thomas G. Danneman
 Senior Editor J. David Ingles
 Graphic Designers Drew Halverson
 Scott Krall
 Editorial Assistant Diane Laska-Swanke
 Contributing Illustrator Bill Metzger
 Librarian Thomas E. Hoffmann
 Publisher Kevin P. Keefe

Editorial

Phone: (262) 796-8776
 E-mail: editor@classictrainsmag.com
 Fax: (262) 798-6468
 P.O. Box 1612
 Waukesha, WI 53187-1612

Display Advertising sales

Phone: (888) 558-1544, ext. 625
 E-mail: adsales@classictrainsmag.com
 Fax: (262) 796-0126

Customer service

Phone: (800) 533-6644
 Outside U.S. and Canada: (262) 796-8776, ext. 421
 E-mail: customerservice@kalmbach.com
 Fax: (262) 796-1615

Selling CLASSIC TRAINS magazine or products in your store:

Phone: (800) 558-1544, ext. 818
 Outside U.S. and Canada: (262) 796-8776, ext. 818
 Fax: (262) 798-6592
 E-mail: tss@kalmbach.com
 Website: www.Retailers.Kalmbach.com

Visit our Web site

www.ClassicTrainsMag.com

CELEBRATING 75 YEARS
KALMBACH PUBLISHING CO. SINCE 1934

Kalmbach Publishing Co.

President
 Executive Vice President
 Vice President, Advertising
 Vice President, Marketing
 Corporate Art Director
 Managing Art Director
 Corporate Circulation Director
 Group Circulation Manager
 Circulation Coordinator
 Circulation Coordinator
 Single Copy Sales Director
 Advertising Sales Manager
 Ad Sales Representative
 Ad Services Representative
 Production Manager
 Production Coordinator

Gerald B. Boettcher
 Charles R. Croft
 Scott Stollberg
 Daniel R. Lance
 Maureen M. Schimmel
 Michael Soliday
 Michael Barbee
 Ken Meisinger
 Valerie Jensen
 Elizabeth Karls
 Jerry Burstein
 Mike Yuhas
 Lori Schneider
 Annie Guldberg
 Annette Wall
 Diane Olp

Single copy: \$6.95 U.S. Subscription rates: 1 year (4 issues), \$23.50; 2 years (8 issues), \$44.00; 3 years (12 issues), \$63.00. Canadian: 1 year (4 issues) \$29.50, 2 years (8 issues) 53.95, 3 years (12 issues) \$79.95. International: 1 year (4 issues) \$30.50, 2 years (8 issues) \$58.00, 3 years (12 issues) \$84.00. Payable in U.S. funds drawn on U.S. bank (Canadian price includes GST.) BN 12271 3209 RT. Printed in U.S.A. All rights reserved.

©2008 Kalmbach Publishing Co. Any publication, reproduction, or use without express permission in writing of any text, illustration, or photographic content in any manner is prohibited except for inclusion of brief quotations when credit is given. CLASSIC TRAINS assumes no responsibility for the safe return of unsolicited material. Acceptable photos are paid for upon publication. Feature articles are paid for upon acceptance. For information about contributing to CLASSIC TRAINS, contact the Editorial Assistant.

KALMBACH PUBLISHING CO.

Editor's Page

Riding behind steam royalty

Certain locomotives exert a stronger pull on the imagination than others. For many iron horse admirers, myself included, Canadian Pacific's Royal Hudson is such an engine.

The CPR as an institution has always seemed worthy of admiration, so it's only natural that its most famous locomotives—with their distinctive semi-streamlining, exemplary service record, and royal endorsement—would have special appeal. So, when the Southern Railway leased former CPR H1c 2839 for excursion service in 1979, I resolved to arrange an audience with the regal 4-6-4.

That's why I was at the Southern's passenger station adjacent to Pomona Yard in Greensboro, N.C., early in the morning of July 6, 1980. As dawn broke, coal smoke could be seen drifting over the yard. After a while, with cylinder cocks *whooshing* steam into the already hot and muggy air, 2839 backed out of the yard, then pulled north past the station to pick up her train.

She was quite a sight. True, her tender was lettered SOUTHERN, and she was shadowed by a hulking auxiliary tender off an L&N 2-8-4, but she was the genuine article, right down to her moon-like face and the crowns on her maroon running-board skirts.

Soon, the Royal Hudson had backed the train into the station, and then we were off on a glorious, 276-mile one-way trip to Alexandria, Va. It was a day fit for a king.



Two photos, Robert S. McGonigal

On a 1980 ferry trip over the Southern, Royal Hudson 2839 displays the magic that drew Jim Shaughnessy to Montreal in the 1950's [see page 50].

Robert S. McGonigal

Classic Trains

THE GOLDEN YEARS OF RAILROADING

Winter 2008 • Volume 9 Number 4

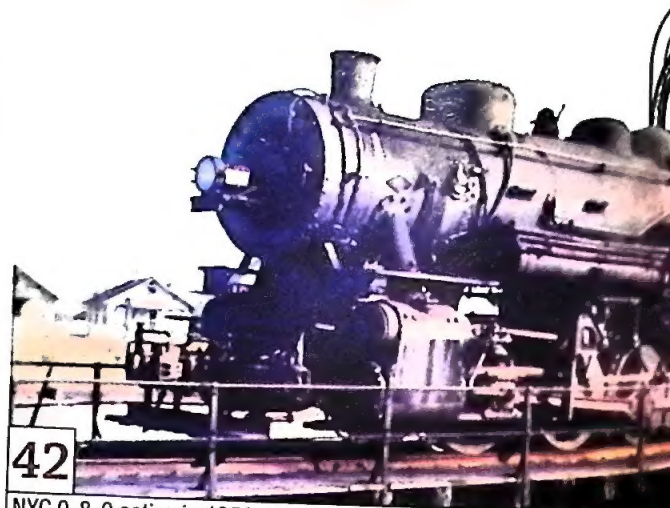
Contents



Fan-trip favorites by 1964 (above, in Cajon Pass), Santa Fe's PA's had quite the debut

20

On the cover: Amid potted plants and other "props," the first PA's, Santa Fe three-unit set No. 51, are introduced in a Hollywood-style promotion at Chicago's Dearborn Station on an early-fall 1946 morning (see page 20). V. O. Harkness photo.



42

NYC 0-8-0 active in 1956: Worth a 50-mile bicycle ride!



50

Routine maintenance in Montreal on a CP Royal Hudson





- 20 The First PA's** • Peter A. Hansen
For No. 51, Alco and the Santa Fe cooperated on a barrage of publicity
- 32 Mr. Fogg, No. 603, and the Lehigh Valley** • Steven Duff
How his "guardian" Alco PA helped the author even choose a college
- 36 The Mighty 800** • Les Clark
A fireman learns the awesome capabilities of a Union Pacific 4-8-4
- 42 Boyhood Fascination with NYC Steam** • Fred B. Furringer
A teenager in Buffalo discovers unremarked treasures
- 48 Pittsburgh's Carfloats** • Ron A. Baraff and Jack Polaritz
How a steelmaker sailed around the problem of poor railroad service
- 50 In Service to the Royals** • Jim Shaughnessy
Even in commuter service, Canadian Pacific 4-6-4's received top care
- 56 Classics Today: Royal Restoration** • Robert S. McGonigal
British Columbia's former mainline tour star now lives a quieter life
- 58 Diesels South** • R. R. "Dick" Wallin
A 12-state shortline search in 1962 also yielded some Class 1 gems
- 68 Bird's-Eye View: Two Midwest Backshops**
Frisco's West Shops in Springfield, Mo.; the big shop at Beech Grove
- 72 One Day at . . . Sanford, Fla.** • George W. Hamlin
Before an Auto-Train ride, a behind-the-scenes tour
- 3 Editor's Page** *Riding behind steam royalty*
- 6 Contributors** *Meet this issue's crew*
- 8 True Color** *In Cleveland, different "dual-service" diesels*
- 10 Fast Mail** *Letters from our readers*
- 16 Fallen Flags Remembered** *Duluth, Winnipeg & Pacific*
- 76 Workin' on the Railroad** *Iron men, wooden cabooses*
- 78 The Way it Was** *Tales of railfans and railroaders*
- 88 Car Stop** *City trolleys: the North Shore Line's slower side*
- 90 Ready Track** *Brief reviews of new books and a DVD*
- 93 Second Section** *A day to remember for a small boy*
- 98 Bumping Post** *A "Pullman City" in Washington, D.C.*

CELEBRATING **75** YEARS
KALMBACH PUBLISHING CO. SINCE 1934

CLASSIC TRAINS is published quarterly in January (Spring), April (Summer), July (Fall), and October (Winter). (ISSN 1527-0718, USPS No. 019-502) by Kalmbach Publishing Co., 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187-1612. Periodicals postage paid at Waukesha, Wis., and at additional offices. Postmaster: Send address changes to CLASSIC TRAINS, Kalmbach Publishing Co., 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53187-1612. Canada Publication Mail Agreement No. 40010760.

R.V.Q.

RAILROAD VIDEO QUARTERLY

Subscribe for one year and receive four DVDs, two hours each, with several contemporary and historic subjects - Just \$69 (was \$79).

LOWER RATES!

Current Issue (#64): Two Hours of great variety: Inaugural of Gold Spike Tower and tour of world's largest classification yard; UP triple track action and memories from the 60s; Boone & Scenic; 1966 Lordsburg Mixed and other SP delights; QJ on RJ Corman; Short-lived GrandLuxe; 1989 Steam in Zimbabwe; Several other segments!

Send check to

R.V.Q., Box 129, Tallmadge, OH 44278

CALL (330) 630-9817 for Visa & MC orders.



ALL ROCK ISLAND, ALL THE TIME!

SEE OUR ONLINE CATALOG

www.andoverjunction.com

P.O. Box 500 • Mendota • IL • 61342

815-538-3060

CHILI LINE 3RD EDITION

The Narrow Rail Trail to Santa Fe
(newly revised and enlarged)

by John A. Gjevre

Denver & Rio Grande Western's
Santa Fe branch 1880-1941

128 pages, many in color **HARDBOUND**

11 maps, 130 pictures and photos
12 Ted Rose & 2 Howard Fogg paintings
of Chili Line action, includes many
old etchings & grade profile!

\$25.00 postpaid

Still Available SAGA of the Soo

Richly illustrated Soo Line history

1883-1990s many color plates

Vol I HARDBOUND--\$39.00

(West From Shoreham) - 216 pages

Vol II HARDBOUND \$45.00

(Three Generations West) - 224 pages

Vol III HARDBOUND \$50.00

(East, West and to the North) - 240 pages

Agassiz Publications

Box 112

Moorhead, MN 56561-0112

Contributors

Les Clark ["The Mighty 800," pages 36-41], retired in 1991 from General Motors' Product Service Training Division, for which he was an instructor. He grew up in Glenns Falls, Idaho, serving as a Union Pacific locomotive fireman during 1953-65 after attending Idaho State College. He has four daughters and now lives near Floresville, Texas, with his wife of 29 years. This is Les's fifth CLASSIC TRAINS story on his UP engine-service experiences, following "Hot Train and the Value of a Dollar" [Fall 2001], "Hurry Up—But Why?" [Winter 2003], "How I Became Old Smoky" [Spring 2005], and "Ya Gotta Get Coal Experience" [Winter 2006].

Steven Duff ["Mr. Fogg, No. 603, and the Inextinguishable Lehigh Valley," pages 32-35] is a retired music teacher living near Parry Sound, Ont., with his wife, Debra. He keeps busy with writing, painting, sailing, and, of course, train-watching. Steven thanks his cousin, Canadian rail historian James A. Brown, for his interest in the LV article, his suggestions and awesome sense of recall, and his uncanny ability to locate pertinent material. This is Steven's seventh byline in CLASSIC TRAINS.



Fred B. Furminger ["Boyhood Fascination with NYC Steam," pages 42-47] retired in 2000 from a career as an advertising sales executive with the *Buffalo News*. In his spare time both before and after retirement, he worked with Winter's Railroad Service cleaning up train derailments, as an engineer and conductor/brakeman on the Depew, Lancaster & Western, the Buffalo Southern (on whose C420 No. 2010 he's pictured at the top of the next column), and the Falls Road Railroad. He served with the U.S. Marine Corps and the New York Air National Guard. Besides steam locomotives, Fred's other great railroad passion is track-maintenance motor cars ("speeders"); he's run his Fairmont M-9 car on at least 25 miles of track in



every state except Hawaii, all the provinces of Canada, the Northwest Territories, and in Mexico. Fred lives with his wife, Phyllis, in the Buffalo suburb of Depew. Although he's had articles and photos published in TRAINS magazine, this is his first story in CLASSIC TRAINS.

Steve Glischinski ["DW&P: Local Logger to International Link," pages 16-19] is a prolific rail photographer and author living in suburban St. Paul with his wife, Lori, and their son, Andy. This is his sixth article in CLASSIC TRAINS, and he's written dozens of stories for TRAINS, including a 9-page feature on the DW&P in the June 1996 issue.

George W. Hamlin ["One Day at . . . Sanford, Fla.," pages 72-75] is a Cincinnati native living in Fairfax, Va. A lifelong rail enthusiast, he has a similar interest in commercial aviation. In addition to a career in the industry (working with airline, manufacturing, and consulting firms), George is the author of three books on airline history and has had many articles and photos in rail and airline publications. This is his fourth "One Day at . . ." installment, following three in 2005, on Joliet, Ill. (Summer), Bound Brook, N.J. (Fall), and Dorval, Que. (Winter).

Peter A. Hansen ["The First PA's," pages 20-31] is the editor of *Railroad History*, the Railway & Locomotive Historical Society journal. His Santa Fe PA article is his 16th byline in a CLASSIC TRAINS publication. Pete thanks Craig Ordner and Larry Brasher of the Temple (Tex.) Railroad and Heritage Museum, and Gregg Ames of the Barriger Library in St. Louis.

Robert S. McGonigal ["Classics Today: Royal Restoration," pages 56-57] has been editor of CLASSIC TRAINS since its launch in 2000. He thanks West Coast Railway Association President Don Evans for his help with the 2860 article.

Jack Polaritz ["Pittsburgh's Little-Known Carfloats," pages 48-49] grew up in Pittsburgh, and his family's West Carson Street home faced the main line of his favorite railroad, Pittsburgh & Lake Erie. He has written or co-authored numerous magazine articles on the P&LE as well as three books, including one on its H-10 2-8-2's, his favorite engines, and another on its 2-8-4's, the subject of his only previous CLASSIC TRAINS article ["Unwanted Berkshires," Spring 2004]. He is finishing another P&LE book, *Engine for Change*, about the road's history in Beaver County, Pa., to be published in late 2008. Jack's co-author, **Ron A. Baraff**, has been Director of Museum Collections and Archives for the Rivers of Steel National Heritage Area in Homestead, Pa., a Pittsburgh suburb, for 10 years. He earned degrees in History from Portland (Ore.) State University and Duquesne University in Pittsburgh.

Jim Shaughnessy ["In Service to the Royals," pages 50-55] has lived in Troy, N.Y., nearly all his life. This is the sixth installment of "The Shaughnessy Files," which debuted in the Fall 2007 issue of CLASSIC TRAINS.

R. R. "Dick" Wallin ["Diesels South," pages 58-67], who lives in Rochester, Ill., has retired not only from his career with a public utility in Springfield, but also from collecting and selling airline memorabilia as well as railroad color slides, in effect "abandoning" all the southern short lines he sought back in '62. This is Dick's third byline in CLASSIC TRAINS, after "Fireman (Almost) for a Week (Almost)" in our Fall 2002 issue and "All Night on a 2-10-2" in Summer 2007. **I**



THE TRAIN DOESN'T STOP HERE ANYMORE



Ron Brown

978-1-55002-794-5

DUNDURN
www.dundurn.com

Of related interest: *From Telegrapher to Titan: The Life of William C. Van Horne*, by Valerie Knowles, 978-1-55002-488-3

THE TRAIN DOESN'T STOP HERE ANYMORE
An Illustrated History of Railway Stations in Canada
3rd edition
by Ron Brown
\$29.99 paper
Fully illustrated with 185 b&w photos

Revisits the times when railways were Canada's economic lifeline, and the station the social centre. Features the designs of grand station buildings which ranged in style from chateau-esque to art deco. Also explores the landscapes including station hotels, restaurants, gardens and the railway YMCA.

A Railroad Atlas of the United States in 1946
Volume 3: Indiana, Lower Michigan, & Ohio
Richard C. Carpenter

The third and largest volume features Carpenter's hand-drawn color maps of every town and rail junction from Mackinaw City, Michigan, to Tell City, Indiana.

"Painstakingly drawn quadrant maps showing station names, mileposts, inter-locking stations, coaling stations, track pans, tunnels, viaducts, and bridges."
—Trains

"Belongs in the library of every serious rail historian."
—Railfan and Railroad

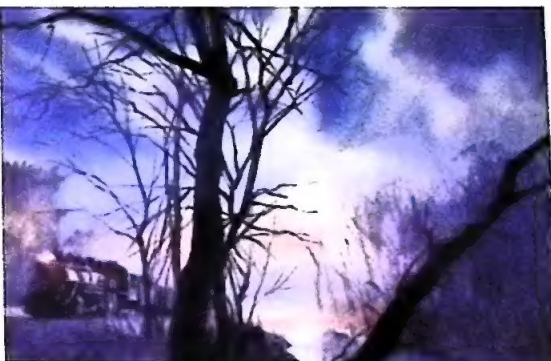
THE JOHNS HOPKINS UNIVERSITY PRESS
1-800-537-5487 • www.press.jhu.edu



CHICAGO LOOP
ILLINOIS
CR - CHICAGO RAILROAD
DIVISION ST. YARD (MILW)

FINAL CHANCE

for **East Broad Top art reproductions**



Ted Rose, *Up the Creek* (©2006 Ted Rose Studio, 10" x 14" image size)

We will be happy to send you one of our six available four-color art reproductions featuring the East Broad Top Railroad (including the one shown above) for each tax deductible contribution of \$50 or more which we receive before the extended final deadline of December 31, 2008. Visit our web site to see all our art reproductions and what our campaign has so far accomplished.

Friends of the East Broad Top
Restoration Fund Treasurer
513 Shady Avenue, No. 12, Pittsburgh PA 15206

Friends of the East Broad Top, Inc., is not affiliated with the East Broad Top Railroad & Coal Co.

Friends of the East Broad Top
www.febt.org

True Color





Dual-service Geeps of another sort

When we speak of "dual-service" locomotives among diesel's "first generation," we usually mean equipped and intended for both passenger and freight service, *i.e.*, with steam generators, a gearing enabling higher (passenger) speeds, a water tank, and the like. These Bangor & Aroostook Geeps toiled in another kind of "dual service." In 1950, BAR wanted to fully dieselize (which it did in 1951, with 42 units replacing 73 steam engines), but each winter when Maine potatoes began to move, it had to fire up stored steamers. So the 600-mile pike solved the problem in a unique way: It ordered 12 GP7's, Nos. 560-571, which EMD delivered that November, but signed a seven-year pact to lease 10 of them, at no profit, to the Pennsylvania Railroad during each May 1 to November 15 period. The deal was extended (and carried on into the '70's), as evidenced in this June 1961 scene on Cleveland's Lake Erie waterfront, where two of the GP7's (BAR got four more in 1952) and three of its five GP9's of 1954 (Nos. 76-80—all Geeps dropped the "5" in BAR's 1953 system renumbering) congregate in front of Municipal Stadium (Indians baseball, Browns football), adding blue and white color to the dark Pennsy in switching cars of iron ore off the (warm-weather-only) Great Lakes boats. For these Geeps, "dual service" meant potatoes and ore.

Herbert H. Harwood Jr.

The draw of Helmstetter's Curve

I was fascinated by the sequence of photos on pages 24-25 in Edward Theisinger's "Two Days with Western Maryland Steam" [pages 20-29, Fall], and eventually noticed the date: Thursday, May 15, 1952. I was at Helmstetter's Curve just 6 weeks later, on June 26! I also was with [local railfan] Bill Price, for three days. Ed's article sure brought back many pleasant memories, and it is this kind of article and photos that makes CLASSIC TRAINS so great.

Bob Milner, Hutchinson, Kans.

Working in "rooms with a view"

Ed Theisinger's WM article was outstanding. In 1975, after five years as a leverman in Erie Lackawanna's Hoboken Terminal Tower, I posted to become a train dispatcher with the late Bob Collins. We became friends, and he would periodically bring slides from his collection to the office. One day, he brought his shots of this 1952 steam chase, and I never forgot them, so over 30 years later, it was a real treat for me to see Ed's great photos from that same trip and share his recollections.

The three articles about interlocking towers ["JV is for Johnsonville," in "The Shaughnessy Files," by Jim Shaughnessy, pages 38-43; "Cocky Kid at Rock Island's MC Tower," by Dan Sabin, pages 44-47; and "Urban Sentinel," in "Classics Today," by Scott A. Hartley, pages 48-49] really captured the mood and brought back memories for those of us who worked "in a room with a view." Those years were, beyond a doubt, the best of my career.

Noah Caplin, New York, N.Y.

I drove by JV Tower many times between the late 1960's and early '80's on trips from my home in Schenectady, N.Y., to Arlington, Vt., where my parents still lived. This summer, on July 14, 2008, I was returning from a vacation in Maine and happened to take Route 67 from North Bennington, Vt., to Mechanicville, N.Y., through Johnsonville and saw the skeleton of my old friend from the bridge. It would be nice if a rail historical group could take it over and bring it back to "life."

I grew up not a quarter-mile from New York Central's Carman Tower in



Jim Shaughnessy

JV Tower remains in skeletal form, as seen in author Jim Shaughnessy's photo of Guilford train MOED (Mechanicville-East Deerfield, Mass.) with CP SD40-2's, taken on August 8, 2007.

Schenectady (Rotterdam) in the 1940's and '50's and knew one of the operators, but never saw the inside of it. I have lived in Latrobe, Pa., since my employer, Alco Products, transferred me here 40-plus years ago.

Lauren Mudge, Latrobe, Pa.

I was thrilled with the JV Tower article, as I knew I would be when Jim Shaughnessy first consulted me about it several years ago. Two errors occurred, though. First, a nitpick: The mountain and tunnel are spelled Hoosac, the city in New York is Hoosick Falls, and the river is Hoosic, no "k."

Jim is correct in his historical information, except that he leads one to believe that Union Switch & Signal supplied all those cookie-cutter B&M brick and concrete towers. For the record, Waltham, Fitchburg, and East Deerfield had General Railway Signal interlockings, as did the wooden East Portal and Gardner towers, plus the brick North Adams tower when that came along in 1946. GRS did not do electro-pneumatic installations, to my knowledge.

Why JV was electro-pneumatic puzzles me, as the only other B&M tower outside the Boston area of that type was at Ayer, which I operated off and on for 16 years until it closed. Air is wonderful for moving turnouts and other apparatus where time is a factor, such as at Boston North Station, as movements can be made faster. Electro-pneumatic is not only more expensive to install

than straight electric, but maintenance is a problem unless you can have a maintainer on duty 24/7.

With permission from Fitchburg Division Signal Supervisor Bill Johnson, I rescued the JV model boards on one of my many trips past the tower when covering MC Office in Mechanicville circa 1965. I eventually sold them to someone in Ohio or Indiana.

Alden H. Dreyer, Shelburne, Mass.

Alco C415's as passenger engines

Dan Sabin, as a newcomer at MC Tower, wasn't the only one "taken in" by conductor Don Devault [working RI train 90, page 46]. Over the years a lot of us got nailed somewhere on the road by Don, but other than his versions of how long anything would take, he was a darn good rail.

The picture on page 92 in "Second Section" of an Alco C415 on a suburban train is rare, but this was not a one-time event. In early 1967, Rock Island's five cab cars were due for their first 24-month air-brake inspections. When available, a steam-generator-equipped RS3 would substitute as leader on a three-car trainset out of Blue Island. The downside was that when the train made its Joliet turn, the unit had to go to the enginehouse for boiler water around 8 p.m., which usually resulted in a late departure from Joliet. After a few days, an RS3 was not available, so with nothing else cab-signal-equipped to substitute, Blue Island added a C415. While they

were lousy switch engines, they could keep the schedule with a short "dummy" on the suburban line, where some of the stations were four blocks apart.

I was in RI engine service 1966-1976 during my 42-year railroad career, and am now happily retired.

Dick Haave, Portage, Wis.

I was surprised to see the C415 photo, having witnessed the same thing (with a twist) in Spring 1972. I was a high-school student who rode the Rock from Tinley Park to Joliet daily. The twist was that a C415 was up front, pulling my train. It was simultaneously fun and frustrating—the C415 is a favorite, but it seemed to have a top speed of about 40 mph and gave us a slow ride.

John Becker, Downers Grove, Ill.

Hillsdale today

In the fine color photo on pages 56-57 of the *Katy Flyer* at Hillsdale, Kans., in 1959, I noted that the RPO ahead of the rear coach is a Santa Fe 60-foot car. At the time, Darby Corp. was rebuilding Katy's RPO and dining cars, and when a Katy car wasn't available, one from another road would fill in. The lead RPO, second car behind the diesels, has had its arms removed, so it is probably being used for storage mail. Today the depot, second main track, and grain elevator are gone, but the Hillsdale Bar, visible to the left of the lead FP7, is still standing and open for business.

Tony Fey, Overland Park, Kans.

Chattanooga roots

It was a nice surprise to see in Fall "Bumping Post" [page 98], "NC&StL's Chattanooga Terminal," for the city's Union Station played an important role in my life. My first visits to it were as a young teen visiting from my hometown of Murfreesboro, Tenn.

In summer 1941, just after graduating high school and having had my application accepted for work as an operator on the NC&StL's Chattanooga Division, I reported there to Chief Dispatcher Jimmy Watkins for my rules exam, administered by L. C. York. After a few assignments elsewhere, I went to the "CG" telegraph office on the station's second floor, assigned to third trick. Later I worked in the building as assis-

*Southern Pacific
Slim Princess in the Sunset
1953-1955*



Quality Books on Southern Pacific



Slim Princess in the Sunset - \$70
Sunset Limited - \$60
Southern Pacific Water Lines - \$60

Visa & MasterCard accepted. Add 10% for S & H. Members receive 10% discount. Not yet a member? Include \$30 with your order to get discount, our quarterly magazine and other benefits! CA residents add 8.25% sales tax.

**Southern Pacific
Historical & Technical Society**

P.O. Box 93697 Pasadena, CA 91109-3697

Now shop on line at www.sphts.org

Moving Mail
and Express
by Rail

by Edward M. DeRouin

Mail, Baggage, and
Express Unmasked!
History and Operations

224 pages, hard cover
Personal recollections
Nearly 200 Photos
in color and B&W
Over 100 tables of
train and car information

\$59.95 and \$6.00 S&H
Illinois residents add \$4.20



Visit us at www.pixelspublishing.com

Pixels Publishing

P.O. Box 10, La Fox, IL 60147-0010

railroadbooks.biz

has 1,600 plus new titles,
all at discount!

International
Service.

Book Search.

ORDERS:

U.S. (800) 554-7463

BUSINESS &
INTERNATIONAL:
(812) 391-2664

SEND:

\$2.00 for paper book list.

E-mail for PDF list.

Domestic shipping FREE over \$50.00

www.railroadbooks.biz
chuck@railroadbooks.biz

PO Box 4, Bloomington, IN
47402-0004 U.S.A.

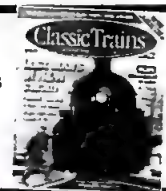
**Don't Miss
a Single Issue!**

Every issue is packed with:

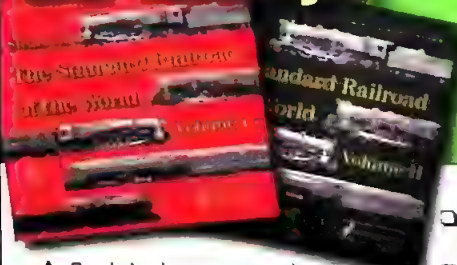
- Remarkable photos
- Personal recollections
- Detailed reporting
- And more!

Subscribe Today!

Call 1-800-533-6644 www.ClassicTrainsMag.com



**New Steam Audio
Recording
Just in time for
the holidays!**



**Sounds of Steam
on the Curve**



NEW! Sounds of Steam on the Curve

\$10.00 + \$3.00 First Class shipping

Steam on The Standard Railroad of the World

- Vol. 1 \$15.00 + \$3.00 First Class shipping

- Vol. 2 \$15.00 + \$3.00 First Class shipping

Shipping for up to 3 items for just 3.00,

Save up to \$6.00!



Send check or money orders to:

PO Box 22304, Alexandria, VA 22304

Credit card sales call 610-999-9809

semaphore

More great titles at SemaphoreRecords.com



Available Again Only Yesterday on the Lehigh & New England Railroad

by Robert F. Fischer

Don't miss this short press run reprint of the magnificent pictorial about a
northeast shortline

Price \$65.00

160 pages, over 300 illustrations, hardcover. At your local book retailer or order
direct. Dealer inquiries invited.

Garrigues House, Publishers

P.O. Box 400 Laurys Station, PA 18059
(610) 261-0133

HOLIDAY CARDS

Latest examples from over 130 available on our web site - available with your own message



Season's Best Way to Travel

This mid 1950's advertisement beckoned holiday travelers to travel home via the Pennsylvania Railroad. This advertisement would be close to the last the PRR used to promote its passenger service, but it was very creative and used the PRR "Keystone" emblem and holiday wreath to welcome the traveling public.



Welcome Aboard the Twentieth Century Limited

The observation car "Hickory Creek" has the traditional bouquet of flowers in the tail window as it greets passengers proudly for their eastbound trip on the New York Central flagship at La Salle Street Station in Chicago. It's the holiday season 1963 and the train is full tonight. By early morning the streamliner will be speeding along the Hudson River south of Albany, its passengers well rested and ready for a full day of shopping or business in New York City.



Your Tickets For a Trip Aboard a Burlington Route Vista Dome Zephyr...

This ticket envelope has a pencil rendering of Burlington "Twin Cities Zephyrs" passing along the palisades of the Mississippi River, one of the many great trains of the Zephyr fleet which operated between Chicago, Denver, San Francisco and Kansas City.



Rio Grande Ski Train

A Rocky Mountain tradition, the train has arrived in Winter Park on an early April Sunday in 2002 led by three Amtrak FP40H locomotives. "Rio Grande - through the Rockies" is the herald on the locomotive, perpetuating the old Rio Grande line. The train will be ready to take 1,000 or so skiers back to Denver by about 4:30 in the afternoon.

Genuine Kromer winter hats, and full-sized replicas of Pullman blankets and streamliner headrests - call for information.



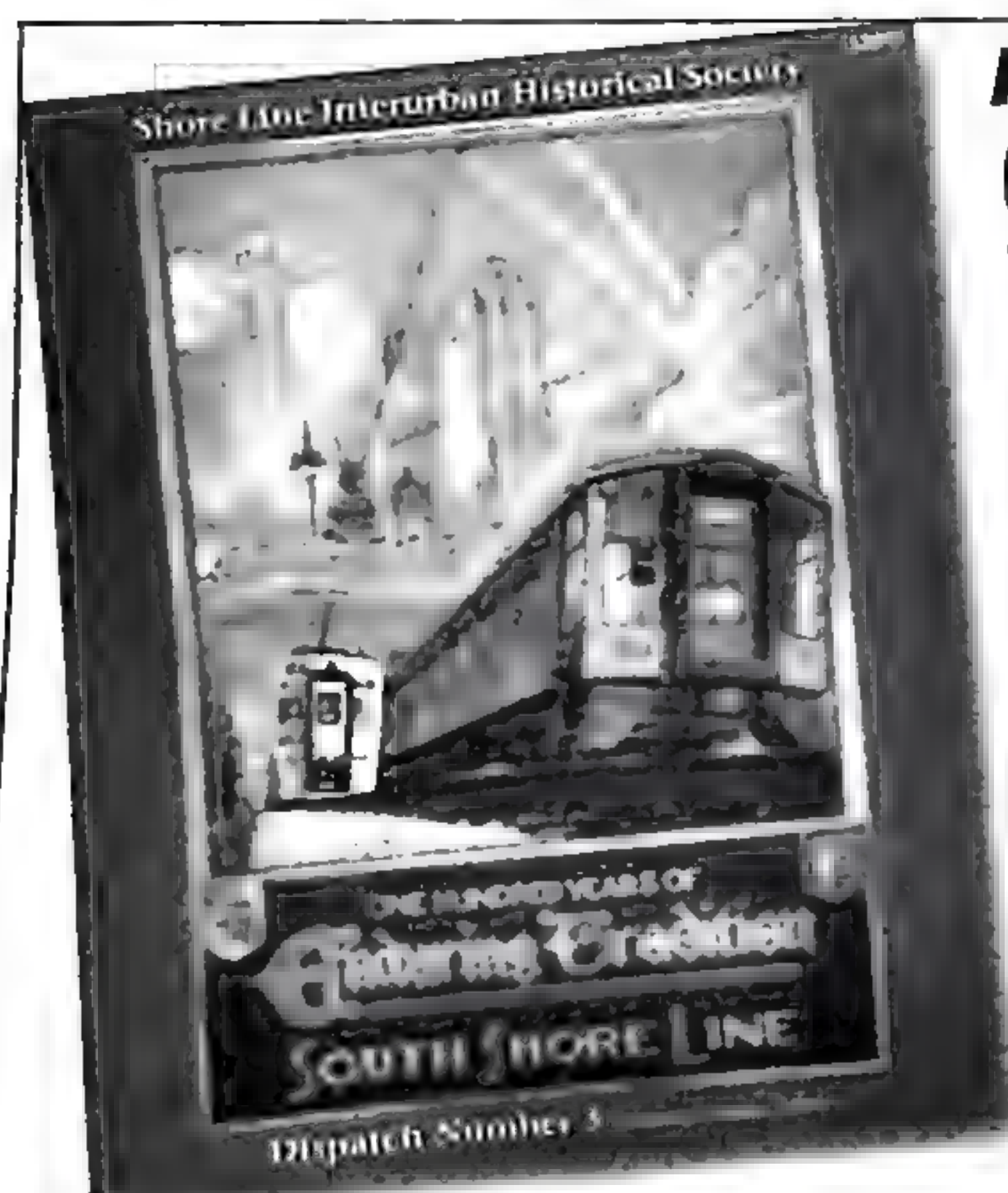
\$1.00 each for up to five, 90¢ each for six to twelve, 85¢ each for 13 to 20, 79¢ each for 21 to 30, 75¢ each for 31 to 50, 68¢ each for 51 to 75, 65¢ each for 76 to 100, and 59¢ each for over 100 cards. Minimum order: Five cards per print. For over 200 cards, call for a commercial quote. Orders include envelopes. Special messages and individual name printed on each card are available for nominal extra charge of 3¢ to 6¢ per card. Check web site below for over 100 photos, prints and copies available for cards, posters or enlargements.

Check out our web site at www.railmode.com for a complete list of books, railroadiana, model trains, and cards.

GOHMANN & ASSOCIATES - Railmode, Inc.

14047 Petronella Drive, Suite 201 • Libertyville, IL 60048

Call Toll Free: 888-489-2324 Fax: 888-489-2325



First & Fastest! Shore Line Dispatch No. 3 One Hundred Years of Enduring Tradition-South Shore Line

By Norman Carlson, Stefan Loeb, and Dr George M. Smerk

Very different from all other railroad publications, Dispatch No. 3 covers the history of the South Shore Line as told by the people who were involved since 1926.

We reflect on the first 100 years of the South Shore Line.

- Discover fascinating new information
- Enjoy in-depth discussions on the reasons why "The Last Interurban" survived
- Understand how a successful public-private partnership was created
- Many previously unpublished photos
- 84 pages in color and duotone
- Cover illustration by Mitch Markovitz
- A must addition to your library



P.O. Box 425
Lake Forest, IL 60045
www.shore-line.org

To order, send a check or money order in U.S. funds for \$29.95 per copy POSTPAID to United States addresses. (\$39.95 per copy POSTPAID to Canada and other international destinations) along with your name and mailing address to Shore Line at the address to the left. To join Shore Line and purchase at a discount, visit www.shore-line.org.

Fast Mail

tant trainmaster, freight agent (by then for L&N, after the 1957 merger), and finally, rules examiner. I last worked in the station in 1973, a few months before it was razed. I retired from CSX as Superintendent, Rules.

Mark S. Womack, Chattanooga, Tenn.

Annie occupies a spot in the heart

Thank you for "Ann Arbor Rode the Waves to Success" [in "Fallen Flags Remembered," by Robert I. Warrick, pages 16-19]! I grew up in Owosso, across the Shiawassee River from the shops. My dad, Archie Benchley, worked for AA in several jobs, retiring in 1977 after 40 years. Like author Bob Warrick, my heart will always belong to the Annie.

Dawn Benchley, Old Fort, N.C.

Is 1974 too modern?

I was very disappointed in "One Day at . . . Hermosa, Wyo.," by Doug Harrop [pages 68-75]. It is a classic location, perhaps, but wide-nose diesels such as UP's Centennials are material for TRAINS or some other magazines catering to current railroading, not CLASSIC TRAINS.

Charles Peck, Gainesville, Fla.

Milwaukee Mallet mishaps

I was amused at the picture on page 86 ["The Way It Was"] of the immobilized Milwaukee Road 2-6-6-2 in Enumclaw, Wash., in 1948. In January 1950, western Washington had about three weeks of cold weather and snow, with nights in the teens and 20's. I was 10, growing up in Centralia, and always interested in railroading (though I followed my dad and became a pharmacist). One day at school, kids were talking about a train wreck at the north end of L Street in Centralia, so I went down to have a look, and there was a big engine, also a 2-6-6-2 I think, that had collapsed the roadbed and was lying on its side, just barely out of the Skookumchuck River. The roadbed had thawed, and since the locomotive was too heavy for the roadbed, the whole thing had given way.

Lou Caldwell, Lake Tapps, Wash.

Great story, great trip, wrong date

Ed DeRouin's fine story ["Unexpected Fan-Trip Adventure," pages 33-37] of the Burlington excursion with 4-8-4 5632

between Chicago and Dubuque, Iowa, is a little more than a month off on the date. The St. Patrick's Day tickets that help illustrate the article are from a trip with 5632 from Chicago to Galesburg, Ill., and back. The first trip to Dubuque in that 1963 season ran on April 28.

The March 17 excursion was my first ride on the Burlington after having ridden behind Grand Trunk Western steam twice in 1961 and behind Dick Jensen's ex-GTW 4-6-2 5629 on the Baltimore & Ohio in 1962. After the March Galesburg trip, I was about to turn age 8, and on that morning of April 28, I talked my father into taking my brother and me on the Dubuque trip. I recall that at East Dubuque, an Illinois Central switcher was coupled behind 5632 once it was coupled to the gondola as pictured, and the switcher and 5632 together pushed the train through the tunnel and across the bridge into Iowa.

Many more steam fan trips would follow until the end of CB&Q steam excursions in 1966.

Patrick Golden, La Grange Park, Ill.

Hudson River photo is earlier

It was great to see the photo in "Bird's-Eye View" of New York Central's Weehawken, N.J., terminal on pages 64-65, but it was made well before the 1948 date stated. I grew up in Weehawken in a house on the top of the Palisades and am intimately familiar with this scene. I would place the photo in the early 1930's. Notice that the Waldorf-Astoria Hotel, completed in 1932 or so, is still under construction. It is the light-colored building with setbacks, and a dome on top, immediately above the smoke plume from the tugboat at the far left in the photo. Also, the three large Hudson River passenger piers built in the mid-1930's to accommodate the new

generation of ships (*Queen Mary, Queen Elizabeth, Normandie*, etc.), which now are the "Passenger Ship Terminal" on Manhattan's West Side, are not yet constructed in the photo.

I missed a mention of the terminal in Weehawken also being the terminus for the New York, Ontario & Western Railway, whose trains went to the Catskills via Middletown, N.Y., until 1953, four years before the entire railroad quit.

Greg Bohan, Pompano Beach, Fla.

The three-funnel liner at the pier across the Hudson River is wearing the funnel colors of the Hamburg-America Line, and is almost certainly either the *Resolute* or the *Reliance*. (There weren't all that many three-funnel liners, and still fewer owned by that line.) But the first of these left the fleet for Italian service in 1935, and the second burned in 1938, so my guess is that your 1948 date

Latest Rail History from Signature Press

Southern Pacific Freight Cars

Volume 5: Hoppers, Covered Hoppers, Tank Cars



Anthony W. Thompson

Southern Pacific Freight Cars, Volume 5: Hoppers, Covered Hoppers, Tank Cars Anthony W. Thompson

This is the concluding volume in an outstanding treatise on all freight cars of the SP, with previous volumes having covered gondolas and stock cars (Vol. 1), cabooses (Vol. 2), automobile cars and flat cars (Vol. 3), and box cars (Vol. 4). These are the definitive works on the subject, with detailed rosters and extensive photography and service data. Vol. 5: 448 pages, 578 photos (77 in color), 110 drawings, bibliography, index. Price: \$70

Other recent books:

Billboard Refrigerator Cars,

Richard H. Hendrickson and Edward S. Kaminski

Long a subject of great interest but often misunderstood, among historians, railfans and modelers, the topic deserves this full examination by the authors, expert freight car historians both, with coverage from the peak of the billboard era in the 1920s into the 1950s. 224 pages, 440 photos, bibliography, index. Price: \$60

Billboard Refrigerator Cars



Texas & New Orleans

Southern Pacific's Lines in Texas and Louisiana



A.D. McLennan

Texas & New Orleans, A.D. McLennan

This much-needed history describes Southern Pacific's lines in Texas and Louisiana, from the 1850s to 1961. From El Paso to New Orleans, and with numerous branches, this great rail system is fully described here. 386 pages, 327 photos, 39 maps and drawings, bibliography, index. Price: \$70

Free shipping, domestic individual orders
(\$25 shipping for foreign individual orders, Canada \$20)
California residents add 7.75% sales tax per book.

SIGNATURE PRESS

Order direct: to 11508 Green Rd, Wilton, CA 95693,
or order securely at our site, www.signaturepress.com,
or place your order by telephone at 1-800-305-7942

DEALER INQUIRIES INVITED
information on our other 29 books is at our web site

*The Spirit of Christmas Past
In your Holiday Greetings*



Nickle Plate Road 765



Lackawanna Limited



Santa Fe's Chief



Boston & Maine Electrics

20 DIFFERENT 5" X 7" CARDS TO CHOOSE FROM!

See them all at our website: www.gilbennett.com

\$1.25 per card includes shipping (minimum order 15) mix and match your favorites

WASATCH GREETING CARDS

PO Box 153
Lehi, Utah 84043
801-766-0198



Order online, by mail
or by phone

Order forms available on request

American Models in S Scale



The largest 4-8-4 Northern ever built, Santa Fe's war time 2900s

Second production run !

- 23 inches long • Die cast metal • Weight, over 6 pounds • Engine over 4 pounds.
- DC versions with smoke & choo choo sound \$369.95 (Scale or Hi-rail)
- AC Flyer with smoke & choo choo sound only \$399.95 (Runs on AF curve track).
- AC Flyer with smoke & choo choo sound, electronic whistle and horn only \$449.95

Features: Die cast boiler, frame, wheel centers, pilot, cab, trucks, tender and trucks, metal wire details. Headlight, powerful 5 pole motor. Smoke (with on off switch) choo choo sound with 2 chug per revolution mechanical piston drive unit. All 16 tender wheels are flanged and pick up electrical current. Fully compatible with AF 20" radius track. Lifetime limited warranty. Order from your dealer or direct from us, all pre-orders include free shipping. Shipping now. Western Maryland, Lackawanna, C&O, Burlington, RI and Cotton Belt also available, see web site or call.

Visit our web site at: www.americanmodels.com

Over 1000 pictures of cars and locomotives we stock.



American Models
Phone 248-437-6800

Since
1981



Fast Mail

That battleship ...

We were pretty proud of ourselves when we came up with a description for the warship in the background of the "West Side Story" photo in "Bird's-Eye View" [page 66, Fall]. Trouble is—as several of you pointed out to us—there was no such thing as an "Arizona-class" battleship; the Arizona was one of two Pennsylvania-class battleships (the other being, of course, the Pennsylvania). Some readers were sure it was the New York or Texas of the two-ship New York class. Then there were those who suggested the vessel wasn't a battleship at all, but a heavy cruiser. This item generated more comments than any other in the issue; with so many experts taking different positions on the matter, we rail-oriented landlubbers are inclined to call it a "U.S. Navy warship," and leave it at that. Many thanks to all who wrote us!—R.S.M.

is off by about 10 years or so. The photo is clearly from the 1930's, with the Empire State Building standing tall in the background.

Jim Corbett, St. Louis, Mo.

Dept. of Corrections

- Page 1, Summer: The correct photo credit for the cover New York Central roomette photo is: Ed Nowak photo, Morning Sun Books, Inc., collection.
- Page 63, Fall: The Great Smoky Mountains Railway goes through North Carolina's Nantahala Gorge, not Nolichucky.
- Page 94, Fall: The ex-Ann Arbor car ferry Viking is at K.K. Integrated Shipping LLC, affiliated with K.K. Integrated Logistics, at Memominee, Mich. 

Got a comment or correction? Write us at Fast Mail, CLASSIC TRAINS, P.O. Box 1612, Waukesha, WI 53187-1612; e-mail: fastmail@classictrainsmag.com. Letters may be edited for length and clarity.

Trains ***takes you there***

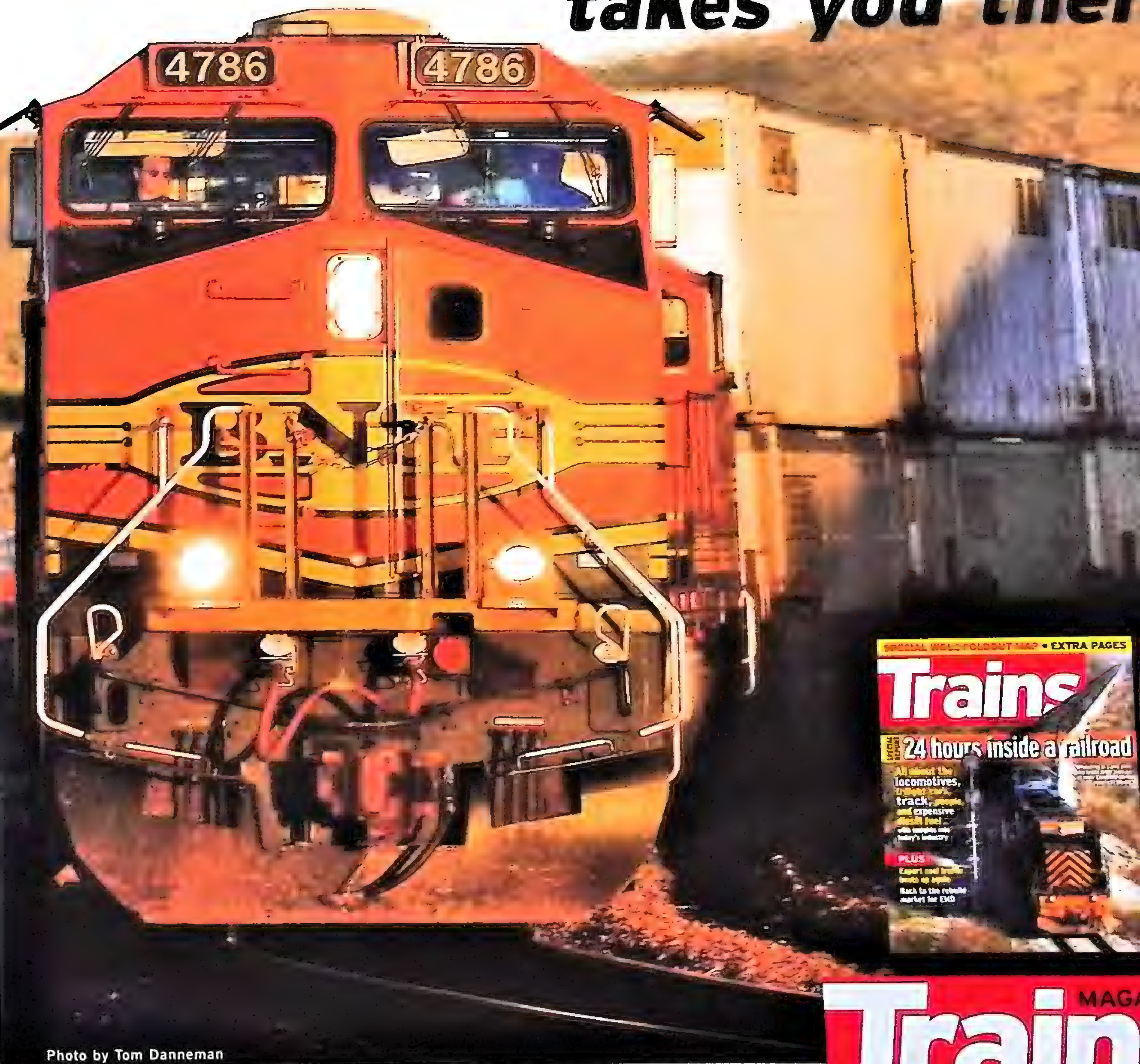


Photo by Tom Danneman

Every issue presents valuable railroading information, including:

- Up-to-date railroad industry news
- Articles on today's freight railroads, passenger service, transit, preservation, and fan opportunities
- Award-winning photos and railroad maps
- Inspiring historical tales and technological advances
- Access to *Trains* News Wire—the No. 1 online railroading news source
- And so much more!



Train MAGAZINE

Start your subscription

Call 1-800-533-

Mon-Fri, 8:30am-5:00pm C
Outside the U.S. and Canada, call 262-79

DW&P: Local logger to international link

Canadian National's "back door to the U.S." has undergone quite a transformation



Steve Glischinski

Three SD40's, the first two run-throughs from CN, plus DW&P 5909 (ex-GTW), cruise the West Duluth trestle, heading for NP trackage and downtown Duluth with interchange on May 7, 1981.

Early railroads were ambitious entities, frequently using their names to advertise lofty corporate ambitions. One was the Duluth, Winnipeg & Pacific, which directly reached only the first word in its title, Minnesota's big port on Lake Superior. DW&P in effect did get to all, though, thanks to owner Canadian National. Born as a logging railroad, "the Peg," as it was called, evolved into a 167-mile link between Duluth and Fort Frances, Ont. Today as a key part of CN's Chicago-Pacific Coast route, the

DW&P's tracks are busier than ever.

DW&P is a relatively new railroad, tracing its ancestry to the Duluth, Virginia & Rainy Lake Railway, begun in 1901 by Wirt H. Cook and William O'Brien to haul logs to the sawmills in Virginia, Minn. By 1903 the DV&RL extended north 27 miles from Virginia to Cook and had lines west into logging areas. To the north, meantime, Canadian Northern Railway (CNor) had reached Fort Frances from Winnipeg, and its founders, William Mackenzie and Donald

Mann—who had formed railway construction giant Mackenzie-Mann, Ltd.—looked south toward Duluth. They bought DV&RL in 1905 and renamed it Duluth, Rainy Lake & Winnipeg Railway. By 1908, new construction closed the gap between Fort Frances and Cook, and Canadian Northern bought the DRL&W's stock on November 18, 1908.

On March 19, 1909, Duluth, Winnipeg & Pacific Railway was incorporated (in Maine!) to build from Duluth to Virginia; it opened in 1912. On paper, both DRL&W and DW&P Railroad (a Minnesota corporation, formed to acquire and build the line, whose stock was held by DW&P Railway) were leased to the latter, controlled by Canadian Northern. CNor fell under government control in 1918 and became part of Canadian National when it was formed in 1919.

The most scenic and rugged portion of DW&P was its Duluth end. Heading southwest from the city, the line followed the valley of the St. Louis River, but to swing north, rugged hills required building a 520-foot, curved tunnel through Ely's Peak at milepost 7.4. Northbound trains faced a 1.15 percent grade as they climbed through the tunnel. Yard and roundhouse facilities were built in West Duluth, but the primary engine repair facility was the roundhouse 77 miles north in Virginia, Minn., at West Virginia Yard.

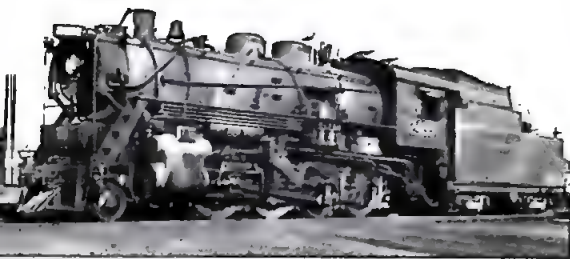
In Duluth, trackage rights over Northern Pacific and the Omaha Road allowed DW&P to interchange with other railroads. To reach the NP, DW&P built a huge wood trestle through West Duluth's neighborhoods. Trains also used NP's Grassy Point Drawbridge to Superior, Wis., to reach switching road Lake Superior Terminal & Transfer, owned by Great Northern, NP, Omaha, and Duluth, South Shore & Atlantic.

DW&P's steam power was small. Ten 2-8-0's, delivered by Brooks in 1916-17, provided mainline service until diesels came. Also on hand were five 4-6-0's, a lone 2-8-2 (Grand Trunk Western 3425), and, after 1928, four more Alco 2-8-0's from CN family sibling Central Vermont [GTW's "Fallen Flags Remembered" was in Summer 2004, CV's in Winter '04.]. CN also sent down several class N-2-b Consolidations; some carried DW&P emblems, while others kept their CN iden-



Franklin A. King

Green-and-yellow RS11 3600 passes the West Duluth station en route into Duluth in 1962.



Louis A. Marre collection

Some 2-8-0's, such as the Coffin-feedwater-heater-equipped 2455 (above, in 1955) carried DW&P markings. Sister 2478's front-end plate bears the lettering "DULUTH WPG. & PAC."



Philip R. Hastings

tification. In both the steam and diesel eras, engines often would swap among CN's U.S. roads: GTW, Grand Trunk (of New England), CV, and DW&P.

DW&P's passenger service was minimal, in 1950's *Official Guides* not even rating separate mention, just a Fort Frances-Duluth timetable deep in the CN section. The overnight train, CN cars pulled by a CN 4-6-2, carried a tri-weekly sleeper from Winnipeg. The engine went back the next night, because regulations required locomotives not leased to DW&P to spend a maximum 24 hours in the U.S. A new Budd RDC3, DW&P D-301, replaced the steam train in April 1957. As the steam train did, the self-propelled car used Omaha Road's passenger station in Duluth, next to Duluth Union Depot. Its last run occurred on July 1, 1961, but after the Lake Superior Museum of Transportation (today the Lake Superior Railroad Museum) was established in the old Union Depot in 1973, DW&P ran several passenger excursions to benefit the museum.

DW&P steam power was eliminated virtually overnight in 1956 when 15 dynamic-brake-equipped RS11's arrived from Alco. Although built in the U.S., they rode on Canadian Dofasco trucks. They were the Peg's main power through the 1960's, supplemented occasionally by CN GP9's. Six of the Alcos were sent to Central Vermont in 1965 and relet-



© 2008, Kalmbach Publishing Co.,
CLASSIC TRAINS, Bill Metzger
Not all lines shown



tered, but returned three years later. In 1969, rules were changed to allow Canadian locomotives to remain in the U.S. for 72 hours without being leased, as long as they returned via the same route and did no local switching, so in the 1970's as traffic grew, CN SD40's began running through on the DW&P.

Swap time returned in 1977. DW&P sent 10 of its RS11's to CV, which sent 10 GP9's to GTW, which sent 8 SD40's to DW&P. In spring 1983 the remaining five Alcos, by then kept in Duluth transfer service, went to CV, which sent four GP9's to GTW, which sent four ex-Rock Island GP38-2's to DW&P. Got all that?

Two more GTW SD40's arrived in 1989. GTW power by then was painted blue, not black, so DW&P kept that and added slanted initials and the slogan "Delivered With Pride." The four GTW

By Steve Glischinski

**NEW
Mugs
T-Shirts
Hats
Train Art**



**American Rails
& Highways**

PO Box 5368
Youngstown OH. 44512
330-717-7377



Order online at

www.AMERICANRAILS.com
by Michael Léson
Railroad Prints by Pete Lerro Jr.

THE GREAT NORTHERN LIVES!

GNRHS members receive a calendar, 4 Goat magazines, and several "reference sheets" per year



Join online at www.GNRHS.org/CT
or for details write:

Great Northern Railway Historical Society
5465 43rd Ave. W., Seattle, WA 98199

Fallen Flags Remembered



Steve Gilschinski

Three run-through CN Geeps trail DW&P RS11's 3609, 3607, and a sister on a northbound train at Ash Lake, Minn., on September 22, 1974. The 15 Alcos wore six DW&P color schemes.

GP38-2's returned home in 1986, and the Peg made do until February 1992, when GTW sent GP38-2's 5726-5727 (ex-Missouri Pacific) for Duluth local work.

I first became familiar with DW&P when the March 1974 *TRAINS* arrived in my St. Paul mailbox. Stanley H. Mailer's article, "CN's Back Door Entry to the U.S.," promised the delights of notched-hood Alco RS11's burbling along northwoods right of way in a part of Minnesota I had not visited. That August I finally trekked north, and I remember standing in the Peg's West Duluth yard looking at the Alcos as, high on the hill above, Duluth, Missabe & Iron Range SD9's filled the air with the sound of lugging 567's as they pulled an empty ore train up Proctor Hill. To borrow a

line from the film *Field of Dreams*: "Is this heaven? No, it's West Duluth!"

Later that year and next, I teamed up with friends John Larkin and Ed Robinson to explore the north end of DW&P in summer and winter. We found the West Virginia roundhouse alive, servicing diesels, and the dispatchers in the yard office were happy to give us train information. Train-order offices were still open at Cook, Orr, and Ranier, all classic wood depots of Canadian design. The trains ran slowly enough to keep up with, and as Mailer's article promised, trains were pulled by the RS11's, along with CN GP9's and SD40's.

Back then, in contrast to trains that today cruise straight through between Ranier and Superior, the Peg was divid-

ed into two operating districts: the 73-mile Taft Subdivision from DW&P Junction in Duluth to West Virginia Yard, and the 94-mile Cusson Sub on to Duluth Junction in Fort Frances (DW&P ownership changes at the international boundary). With a 45-mph speed limit, it took two crews to move each freight, although they seldom ran even that fast.

DW&P was undergoing a transformation. As international traffic boomed and equipment got heavier, CN launched a program to lift the pike out of the muskeg. After \$51 million and 19 years, by 1991 the entire line was relaid with welded rail that allowed speeds up to 49 mph. Caboose, depots, and train orders are long gone, of course—DW&P was one of the first roads to eliminate train orders in favor of radio-delivered warrants, in 1979. After CN took total control, it installed CTC north of Virginia, allowing 60-mph running.

The biggest change came in 1984. On November 1, the new Pokegama Yard in Superior replaced DW&P's ancestral West Duluth home, and the trestle and the "hill line" with its grades, curves, and tunnel, were closed. To reach Pokegama (Po-KEG-uh-muh, named for an old NP point here), DW&P built a new connection to the Missabe's Spirit Lake branch at Nopeming Junction outside Duluth and got trackage rights to Superior on DM&IR's Interstate branch. When Pokegama opened, all interchange was moved to Superior, with new connections built to reach DM&IR and BN. The yard was paid for by federal, state of Minnesota, and DW&P funds because Duluth's Bridge Yard, where DW&P interchanged most traffic, was on land wanted for the city extension of I-35.

CN's U.S. subsidiaries retained their separate identities but in 1971 became part of CN's new U.S. holding company, Grand Trunk Corp. DW&P began to play an increasingly important role in the 1990's after Canada-U.S. and North American free trade pacts were passed, which helped spur increases in Canadian exports south and U.S. imports north. DW&P was CN's most direct way from western Canada to Chicago.

In 1992, CN began assimilating its GTC roads, marketing them under the "CN North America" brand, and a few DW&P SD40's received the "map" paint



Steve Gilschinski

Three of the ex-GTW SD40's enter DM&IR trackage at Nopeming Junction, Minn., July 21, 1991.

scheme with small DW&P initials. This relationship continued until 1995, when CN received ICC permission to fully integrate its U.S. roads. DW&P ceased to be anything more than a "paper" railroad on January 1, 1996, when it and GTW were consolidated into CN.

CN ran more and more run-through trains to other railroads, and signed a pact with Burlington Northern in 1992 to handle its trains to Chicago. In 1998, CN contracted with regional Wisconsin Central to take over this traffic, then bought WC in 2001. DM&IR still owned the trackage between Nopeming and the WC connection in Superior, but CN closed that trackage-rights gap when it acquired the Missabe Road in 2004, completing its "iron lariat" around the Great Lakes. At the time, CN said it would run southbound trains over the former DM&IR from Virginia to Nopeming, and northbounds over the former DW&P, but in 2008 the route and direction of trains seems to be a "hit and miss" proposition. DW&P's single-track line south of Virginia, which more than once has sunk into the unstable ground, could be an abandonment target since the parallel former Missabe Road was once double track, which could be re-installed.

Regardless of the future, the Duluth, Winnipeg & Pacific main line remains a vital entry for CN into the Midwest, proving that what Mailer termed in 1974 as the "Back Door Entry to the U.S." is still wide open. ■

DW&P FACT FILE

(comparable figures are for 1955 and 1995)

Route-miles: 167: 158

Locomotives: 13 steam (plus CN engines assigned); 10 diesels (SD40's)

Freight cars: 161; 1,803 (CN-owned, "DWC" reporting marks)

Headquarters city: Duluth, Minn., until 1984, then Superior, Wis.

Special interest group: CN Lines Special Interest Group, 101 Elm Park Road, Winnipeg MB R2M 0W3, Canada; www.cnlines.ca

Recommended reading: *Duluth, Winnipeg & Pacific In Color*, by David C. Schauer (Morning Sun Books, 2006)

Sources: *Duluth, Winnipeg & Pacific In Color*, CN Lines (CN Lines SIG), Vol. 12, No. 2

First All Color Hard Bound from Monte Vista Publishing

20 YEARS

OF **BCRAIL**



20 Years of BC Rail
Volume One 1984-1988

Available February / March 2009
Hard bound Landscape Pictorial
128 pages + cover and dust jacket

A Multiple volume set

Vol. 1 includes Models RS-3, RS-10, RS-18, C-420, C-425, M-420 (W)&B C-630, M-630, SD40-2 and more.

full page 11.5" w x 6.75" h Color photos

Please call (909) 374-1989 or visit www.montevisiapublishing.com

for more information.

\$65.00 Dom S&H \$10.00 Ind \$15.

2830 North Ave. Ste. C5B-410 Grand Jct., CO. 81501 AX, MC, VI accepted Ca res. also include \$5.36 tx

Winter Photo Freights

Lots of Steam...Lots of Photos



Photo by Giovanni Donato



Photo by Mark Franko

Winter Photo Shoots

February 6-8 or 13-15 2009

Steam and diesel power trains

Authentic ore, freight, mixed, passenger and for those oopsies, a wrecking train with an operating steam crane.

Tall plumes, blue skies, original equipment

Call or go online for details and reservations!



TRAVEL BACK IN TIME WHEN STEAM MOVED MOUNTAINS.



NEVADA NORTHERN RAILWAY
NATIONAL HISTORIC LANDMARK



1100 Avenue A • PO Box 150040 • Ely, Nevada 89315 • (866) 407-8326 • www.nnry.com

The first **PA's:** the ecstasy, the agony, and the legacy

Alco and the Santa Fe cooperated on a barrage of publicity for the builder's postwar passenger diesel, but the reality did not live up to the hype

By Peter A. Hansen

It was the summer of American optimism, and the zenith of American power. Nearly alone among industrial nations, the U.S. had emerged from World War II with its economy intact and its land mostly unscathed. The hot war was over, and the Cold War was yet to come. Half the planet's manufacturing capacity lay within America's borders, and more than half the world's wealth was in American hands. It was 1946, and in the United States, all things were possible.

That's how it seemed to a crowd assembled on a glorious September day in Schenectady, N.Y. The American Locomotive Company—a firm whose very name conjured images of unassailable security and strength—was unveiling its lat-

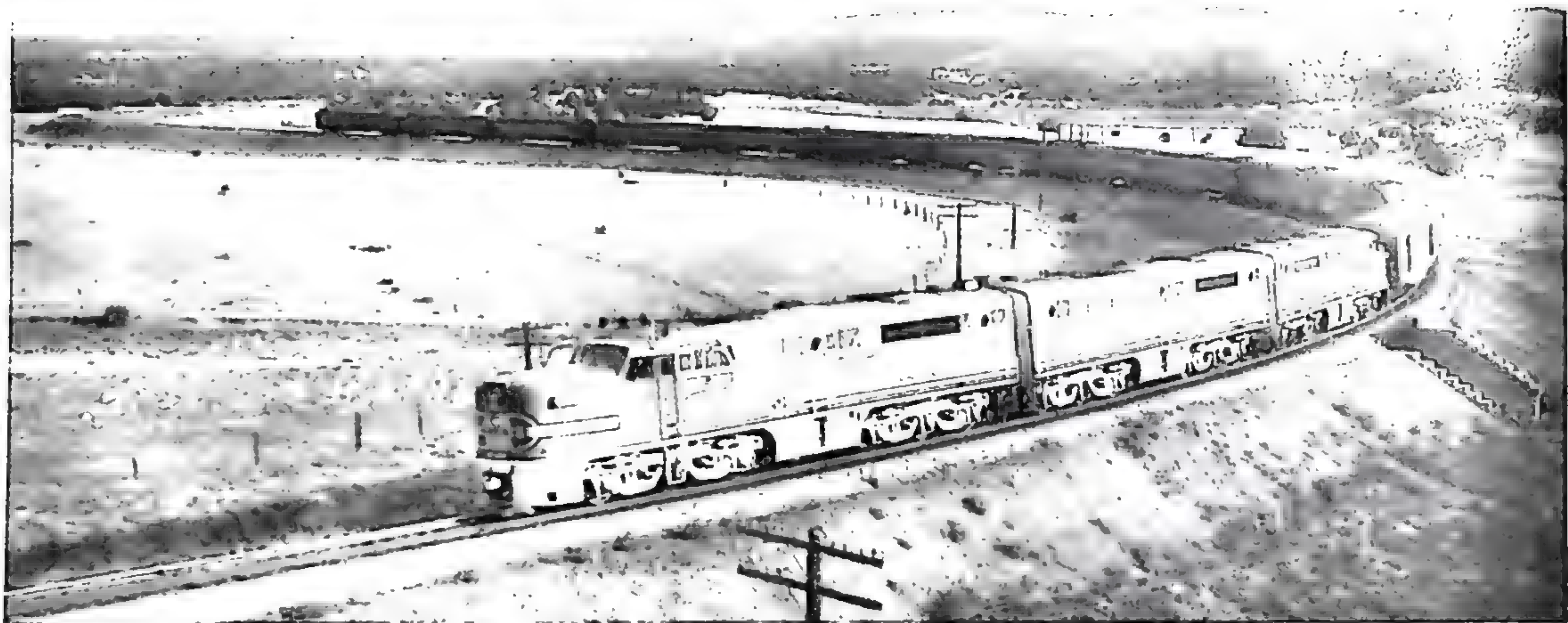
est product. Promoted as the 75,000th locomotive built by the company, its rugged good looks suggested both refinement and power: a triumph of the stylist's art.

It would come to be called the PA1, and in its gleaming sides, Alco thought it glimpsed its future. The years ahead would not be as bright as Alco imagined that day, but the PA would nonetheless be a reasonable reflection of the company's fortunes. In time, the machine would prove unequal to the expectations heaped upon it, and in the process, it would damage Alco's reputa-



Santa Fe's three-unit 5000-series train set PA's gleams and potted plants and other display props at Dearborn Station, Chicago, on an early-fall 1946 morning. Before getting "Warbonnet" colors (lower left), two of 5000 units wore black with stamess-size tanks.





Preston George

On October 3, 1947—one year after No. 51's lavish coming-out parties—sister 58 is on First 3, the *California Limited*, east of Ribera, N.Mex.

tion at a most inopportune time. All of that was still in the future, though: This was a time of celebration.

The Big Splash is born

In the finest American tradition, the PA was introduced amid a barrage of publicity. "Never coy," *Time* magazine observed in October, "U.S. corporations like to mark their milestones with extravagant shindigs." Alco's bash would top them all.

The company had good reasons for the hype, and the PA itself provided an excellent justification. As a passenger locomotive, it was more likely to garner media attention, and its introduction would mark the Schenectady builder's return to passenger diesel production, which had been restricted by a War Production Board mandate. (Alco hadn't been singled out, since the manufacture of EMD's competing E units was also suspended during the war. WPB allowed the production of only five types of diesels, all of them for switching or road freight service.) A well-publicized debut for the PA would signal to the industry, to Wall Street, and to the public that Alco was back in the game.

Alco's customer for the new machine enhanced the p.r. opportunities all the more: Santa Fe's flashy "Warbonnet"

paint scheme of silver, red, and yellow was already an indelible brand image in the public mind, and the PA's were to be assigned to the *Super Chief*, arguably the most prestigious train on earth. When Santa Fe agreed to a series of public events to mark the debut, Alco jumped all over it.

The planning began in early summer. Meeting in Alco's corporate headquarters at 30 Church Street in lower Manhattan, the builder's p.r. people cooked up a media extravaganza worthy of the Big Apple: part society debut, part Broadway stagecraft, and all promotion. There were even some substantive elements thrown in for the benefit of industry mechanical officers, who were likely to be concerned with details like reliability and technical innovation. The p.r. push would have three phases: preparatory activities, technical "indoc-trination," and the formal debut itself.

Like an artillery barrage to soften the ground before a battle, the preparatory phase was supposed to create a favorable environment for the main assault to follow. A two-month campaign of direct mail and teaser ads would "develop in the minds of key figures from the press, trade, and special groups that something new and important is coming," said an internal document. The

preparatory phase concluded with the rollout ceremony in Schenectady, "executed on such a scale as to reaffirm [the city's] position as the center of locomotive engineering, and to dramatize American Locomotive's emphatic entry into the mainline diesel-electric field."

That last statement is remarkable for two reasons: First, it shows that Alco knew it needed to make a splash, even though the competition was never explicitly mentioned. Second, it overlooked the company's previous DL109 locomotives, the last of which was barely a year old. The Big Splash was more important than Alco's own marketers seemed to realize, since they themselves had forgotten the company's earlier efforts.

The belle of the ball

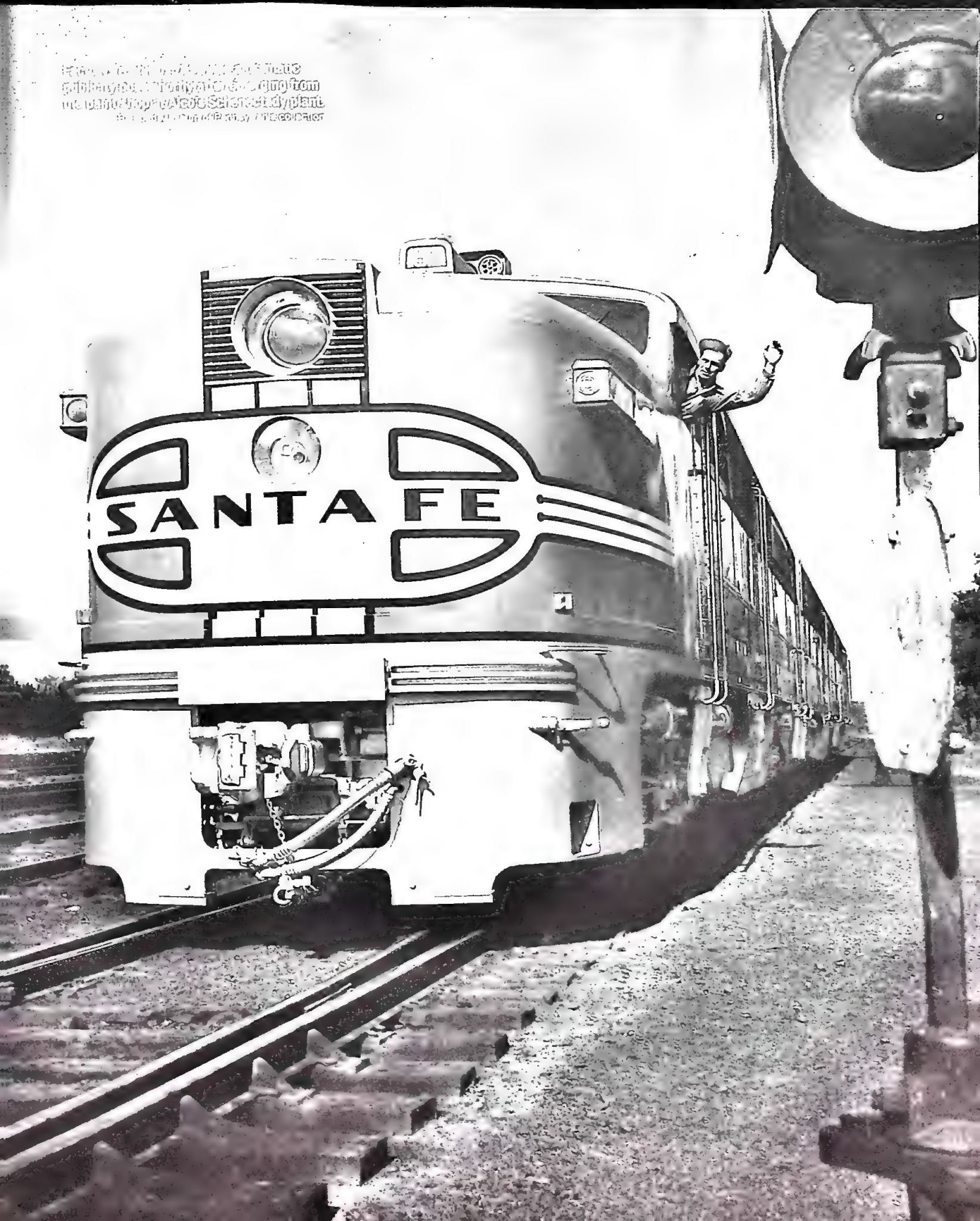
Wednesday, September 18, was the kind of day an upstate New Yorker would want to bottle for later consumption in the snows of January. The first PA's (an A-B-A set wearing Santa Fe road numbers 51L, 51A, and 51B), were parked outside the erecting hall at Alco's Schenectady plant. Bands played, speeches were offered, and the surrounding buildings were festooned with bunting. The future looked bright, indeed.

From there, it was on to the main event in New York City, where Phases 2



Alco initially called the three-unit version of its postwar passenger diesel the "6000," as in this brochure; "PA" and "PB" are latter-day labels.

RESEARCH IN THE PHYSICS OF PLASMA
GRANTING INSTITUTIONS AND EQUIPMENT
IN THE UNITED STATES OF AMERICA





BNSF Railway/Photolibrary

The PA's visited shops more often than Santa Fe's passenger F units; in a steam-era view at San Bernardino, a gantry crane has hold of No. 55.

and 3, the technical indoctrination and the formal debut, would unfold. One can only imagine the reaction of onlookers as the PA's—in full Warbonnet livery—made their way down New York Central's Water Level Route in the Hudson Valley, past the gray battlements of West Point and the brooding heights of Breakneck Mountain, and into the exotic domain of third-rail M.U. cars. They must have startled many a jaded commuter.

Their destination was one of the least-known yet most rarefied segments of steel in America: Track 61 in Grand Central Terminal's subterranean yards. Directly beneath the Waldorf-Astoria Hotel, it was sometimes called the Private Car Siding, and had been used by notables from General Pershing to President Franklin D. Roosevelt.

It also happened to be adjacent to a Waldorf ballroom, a popular venue for

society parties. The p.r. people loved the imagery of a debutante ball, and that may have been the basis for the idea of a Waldorf debut. Over the next few days, Alco and Santa Fe brass would stand beaming like proud parents, while the bluebloods of American industry paid their respects to the stylish young lady in a southwestern-inspired dress. "No society belle," wrote *Santa Fe Magazine*, "ever had a bigger coming out party."

The swank surroundings of the Waldorf were just the beginning. Alco decorated the space with Howard Fogg paintings, and the artist himself was on hand for cocktail chit-chat. "Conover girls" from one of New York's hottest modeling agencies were also there, not only to pin carnations on each of the male attendees, but to escort them to the locomotive, where Alco salespeople awaited. Alco and General Electric technical personnel were present, as well, presumably to field any questions the Conover girls and salesmen couldn't handle. (GE was Alco's partner in the early diesel era, responsible for the products' electrical components. GE appliance designer Ray Patten



DIESEL LOCOMOTIVES

Now in mass production, they begin to replace the old iron horse

Alco's PA publicity efforts resulted in a photo spread in the bi-weekly photo magazine *Look*.

No. 51 comes to Los Angeles

In October 1946 I was a teenager living in the Lamanda Park section of Pasadena, Calif., and my home was located about 100 yards from Santa Fe's main line. I watched (and sometimes photographed) the daily parade of the road's finest passenger trains. I even kept a logbook of all of the trains I saw, noting the engine and train numbers and the number of cars.

On October 6, 1946, my log shows that just after No. 18, *Super Chief* or *El Capitan* (I can't remember which, as they operated on alternate days), No. 7, the *Fast Mail*, came west with brand-new Alco diesel No. 51 leading a dynamometer car, mail and express cars, and four business cars. It was quite a sight: a broad, husky snout; shiny, stainless-steel sides; and a powerful sound that didn't compare to the Electro-Motive FT's that had been pulling the premier trains since about April.

There was a lot of hoopla in the newspapers about "Santa Fe Railway's powerful new passenger locomotive," and the stories said it would be on public display for a few days on Exposition Boulevard in Los Angeles. I immediately formulated a plan to ditch classes the morning of October 9 and wend my way into L.A. on the Pacific Electric early in the morning, before the display was open to the public and the crowds would obscure my photos.

The 51, all three units, was on a siding off the PE's Santa Monica Air Line, near the L.A. Coliseum, with part of Exposition Boulevard roped off. I managed to get there around 8 a.m. as Santa Fe people were still polishing the locomotive. This is when I learned that switch-lamp oil was used to wipe down metallic surfaces to give them a sheen, and the workmen were doing just that. Those diesels really shined in the morning sun. I hung around for

about an hour, getting shots from various angles, but at that time in the early stages of my photographic documentation of trains, I favored the "roster" shot. And besides, film was expensive to a young person making only 30 cents an hour in a mom-and-pop photo lab after school!

On October 11, back in Pasadena, I recorded the 51 going east as an extra with a 10-car streamlined consist. That evening it returned west running as First 7, with 4-8-4 3783 running as Second 7 a few minutes later with its regular mail-and-express consist. The next day I learned from Fletcher Swan, a friend who worked at Santa Fe's Los Angeles roundhouse, that what I saw had been a publicity special that spent the day on Cajon Pass for photos by the company photographer, Frank Meitz.

Early in the morning of October 12, the 51 led train 8, the *Fast Mail*, eastward. I didn't notice whether it had the dynamometer car with it this trip, but I assume it did. I show it again arriving with No. 19, the *Chief*, on October 17. I didn't see No. 8 that night, but I assume the new PA's went east on that train, because Nos. 20 and 18 on that date had FT's, while the rest of the eastbound passenger trains had steam. Again, on October 23, I showed the 51 and the dynamometer car 29 on First 7 with a 13-car consist.

I didn't see the 51 again for some time, until it took regular turns in the transcontinental passenger pool with the FT's and the 16-class F3's that started arriving in November.

I was only 15 years old in 1946, but the memories of this time in the steam-to-diesel transition period on the Santa Fe, my favorite railroad, are still with me in photographs and pleasant recollections.—Stan Kistler



Stan Kistler



Phillips Kauke

On its first trip to L.A., the 51 set roars up Ash Hill at Siberia, Calif., with the *Fast Mail*; dynamometer car 29 is right behind the engines.

also did the styling on the PA's.)

But the setting for the locomotive itself was the most no-holds-barred, spare-no-expense, bright-lights-and-glitter feature of the whole soirée: Alco hired Broadway set designers to build a synthetic Southwest beneath Midtown Manhattan, complete with painted backdrops, potted Joshua trees, theatrical lighting—even dancing Zuni, Apache,

and Jemez Indians. It was both real and fake, it was cool and kitschy, and it was completely over the top—even if it was two floors below Park Avenue. Plus, the PA's looked sensational.

Sunday, September 22 was Media Day, and the festivities began with an afternoon press reception and buffet supper. Three hundred reporters from newspapers, magazines, newsreels, and

radio attended. Leaving nothing to chance, Alco also seeded the crowd with industry writers who had taken VIP tours at Schenectady, and "received thorough indoctrination in the merits of the new locomotive." (*Railway Age* would run two pages on the Waldorf bash in its next issue, then a six-page spread on the locomotive's technical innovations the following month.)



Irving August

Engine 54 fronts an A-B-A set at the D&RGW station in Colorado Springs on February 9, 1950; this is train 101, the Denver-La Junta connection for the eastbound *Grand Canyon*.



Ross Grenard

On March 23, 1948, PA 71 and a PB head up the Galveston-Chicago *Ranger* at Wichita, Kans.

Monday saw a Santa Fe-hosted luncheon for 500 shippers, a late-afternoon cocktail party hosted by New York Mayor William O'Dwyer, and an evening reception for Santa Fe and Alco employees.

"You should have seen this!"

By now, the PA p.r. machine was in Run 8. Tuesday the 24th was a non-stop blow-out of parties and hype, substance and glitz. Full-page ads in newspapers nationwide carried the message that "Transportation history is being made today at the Waldorf-Astoria." Alco Chairman Duncan Fraser hosted a luncheon for Santa Fe's board of directors and senior executives, and the guest list read like a Who's Who of American Business. GE Chairman Philip Reed was there, as were the presidents of every railroad headquartered in greater New York except the New York, Ontario & Western. (Of the Class 1 roads represented at the luncheon, the Lehigh Valley, New Haven, and NYC would later purchase PA's; Jersey Central, Lackawanna, and Susquehanna would not.)

Other attendees included the chairmen and presidents of every major New York bank, including Rockefeller-in-law Winthrop Aldrich of Chase. After years of wartime production limits, the diesel revolution was about to begin in earnest,

and the Waldorf event was the rough equivalent of the Shot Heard 'Round the World. Thousands of diesels would be built in the next few years, and most would wear trust plates: It was good business for the bankers to be there.

CEO's from Standard Oil of New Jersey and Shell were on hand to bless the transition from coal to petroleum products as the primary railroad fuel. Even the titans of publishing showed up, because railroads were big advertisers in those days, and because the industry was still good copy. William Randolph Hearst Jr. and Henry R. Luce of Time, Inc. were both at the luncheon that day, and Luce's *Look* magazine would run four pages of PA pictures.

The luncheon had been a success, and it also underscored the importance of railroading on the national stage. There may not have been as much personal net worth in one room at any other time in 1946—to say nothing of the combined worth of the companies represented. Never again would railroading command such attention from so many movers and shakers at one event.

No sooner had the luncheon wrapped up than an army of Alco marketing personnel and Conover girls began the final preparations for the Main Event: a dinner for 1,200 in the Grand Ballroom.

Menus, carnations, place cards, name cards, and Fogg paintings were staged according to a strict timetable, and a large-scale model of the PA was placed in front of the dais like an altarpiece. The schedule of preparations runs three pages in an internal Alco memo.

At 6:45 p.m., Lowell Thomas conducted a live, nationwide radio broadcast from the 51L's cab on NBC. Thomas was one of the most famous radio personalities in America, and his interview with presidents Robert McColl of Alco and Fred Gurley of Santa Fe was a major coup for both companies.

Dinner was at seven. The Fred Harvey Company, longtime provider of meal service on the Santa Fe, had been asked to do the honors, and it did not disappoint. The menu included delicacies from every state served by the railroad, from Illinois watermelon to Texas sirloin to California fruits and wines.

The Native American dancers put in another appearance after dinner, conferring the title of "Chief Iron Horse" on Alco's McColl, and making him an honorary member of the tribe.

The festivities wrapped up with an address on "Modern Transportation" from Fred Gurley. His railroad had always been an innovator in motive power, he noted, and diesels were another big step of modernization. He called the PA "the last word in refinement," and declared that, "it will take its proud place at the front of our finest trains. It and others like it will be used on our *Super Chief*, *Chief*, and *El Capitan*."

Santa Fe had "a fine record of doing things first," Gurley went on. And then, unwittingly suggesting events to come, he added, "Confidentially, it will bring you some headaches . . . when you do

Power for the passes: A1A-A1A vs. B-B

Santa Fe had its reasons for preferring EMD F units on passenger trains. Three of them were called Cajon, Glorieta, and Raton.

When EMD and Alco began mass-producing passenger locomotives in the late 1930's and early 1940's, six-axle trucks quickly became the standard, both for EMD's E units and Alco's DL series. Santa Fe itself was an early buyer for some of these products.

The first and third axles on each of these trucks were powered, but the one in the middle was an idler: in the standard lexicon, they were called A1A trucks. Why have an extra axle instead of a B truck, which had only two axles, both powered? Mostly because an A1A truck rode better at high speed, thanks to its longer wheelbase.

Most railroads agreed with this thinking for their passenger power. There was a trade-off, though: less weight on drivers. A locomotive with two A1A trucks has only two-thirds of its weight on drive axles, but one whose trucks are all powered has all of its weight on the drivers.

For the Santa Fe, this was important. Cajon Pass was a sustained 25-mile, 2.2-percent climb for eastbound trains leaving the Los Angeles basin. In northeastern New Mexico, Glorieta Pass was a 40-mile eastbound climb, the worst part of which was 3 percent. And less than 200 miles farther east there was Raton Pass and its fearsome 3.5 percent. Traction was critical on Santa Fe's mountain passes, and thus, so was weight on drivers. B-B passenger power was the answer. (Great Northern, Northern Pacific, and Rio

Grande would draw the same conclusion, D&RGW replacing PA's with F's on its leg of the *California Zephyr*.)

Santa Fe also came to prefer the F units because they made smaller, more flexible building blocks in a motive-power consist. Six-thousand horsepower was required for many transcontinental trains, and this could be achieved with either an A-B-A set of PA's, or with a four-unit set of F3's and/or F7's. Some assignments might require more or less horsepower, however, and it was often more efficient to add or delete units in 1,500 h.p. increments.

Finally, Santa Fe may have gravitated to passenger F's because it already had so many freight F's. Production of road freight diesels had been allowed to continue during World War II, and Santa Fe acquired more than 300 FT's by V-J Day. Shop forces became familiar with EMD's B truck (dubbed the Blomberg truck, after its designer) and with a host of other components. The large number of F units for both passenger and freight service simplified training and parts inventory alike.

Santa Fe came to prefer B-B power for its transcontinental passenger fleet, and banished its relatively few E units to other, flatter assignments. Not so with the PA's, however: they were gutsy enough to remain on the road's toughest grades for their entire 21 years of service, A1A trucks notwithstanding. Railfans, taking a cue from a quote in *TRAINS* by George Hilton, have called the PA's "honorary steam locomotives," but Santa Fe could have called them "honorary B-B's."—Peter A. Hansen



C. H. Kerrigan

Recently regearred and repainted for passenger service, a four-unit FT set leads the *Grand Canyon Limited* out of Chicago in August 1946.

things first." The PA's would indeed cause their share of headaches, due mostly to Alco's 244-model prime mover, which had been rushed through development without adequate testing. The implications would reach beyond the Santa Fe and beyond the PA: Ultimately, they would mean the end of Alco.

But no one knew that on September 24, 1946. It had been an expensive, exhausting, and altogether successful day.

Los Angeles Times writer Bill Henry may have said it best when he wrote, "If you think we do things in a big way in Hollywood, you should have seen this!"

Hooray for Hollywood!

Tinseltown would have its own chance to see the PA's, since they were about to embark on a coast-to-coast road show. A week after the New York events, the PA's went on public display

for two days at Chicago's Dearborn Station, Santa Fe's terminal [photo, page 21]. Fifteen thousand people turned out, including several railroad presidents and some 500 photographers, who were competing for prize money offered by the Santa Fe. The paparazzi climbed telephone poles and baggage trucks, and generally swarmed anyplace on the property that promised a better angle.

The PA's finally saw their home rails



Gordon Glattenberg

On the last day of May 1963, near Caliente, Calif., the container flats and passenger cars of Santa Fe's *San Francisco Chief* follow a PA-PB-PA set through the Tehachapi Mountains.

during an October 3 jaunt to Shopton (Fort Madison), Iowa, where for tax reasons Santa Fe took formal delivery. Mars lights, signal flags, fusees, water coolers, and tools were added to make the units road-ready, after which they were sent east on train 24, the *Grand Canyon*, arriving back in Dearborn Station at 6 p.m. on October 4.

Hours later, they were off to L.A. on the head end of mail train 7, with a dynamometer car right behind them. They strutted their stuff across the prairies and into Colorado, frequently topping 100 mph, but it was on Raton Pass that they met their unplanned, stiffest test.

The PA's were equipped with automatic transition, a relatively new feature intended to simplify the change from low-speed operation, where more traction is required, to higher speeds. Automatic transition comes into play in deceleration, too, and that's what happened to the 51 set and her startled engineer as the 1,182-ton train dug into Raton's 3.5 percent grade.

The traction motors were connected to axles with 40-inch-diameter wheels, and they all unloaded at the same time. With practically no momentum behind them, the PA's quickly rolled to a dead stop on Santa Fe's steepest grade. There

was no helper available, so the hogger had nothing to lose by trying to get the train moving again. Turbochargers whining, the 51 set developed a prodigious 108,000 pounds of drawbar pull, and within two miles, the train was up to 16 mph. It was a remarkable performance—and undoubtedly very satisfying to the Alco test engineers on hand.

Upon arrival at Los Angeles, the PA's were cleaned up and sent to Exposition Park for a two-day public display. Maybe Bill Henry's column about the lavish festivities in New York had wounded L.A.'s pride, because at least 750,000 Angelinos showed up to see the locomotives. (That was the LAPD's estimate; Santa Fe's was 840,000—half the city's population.) Lines extended more than two blocks, and dancing searchlights marked the scene at night, looking for all the world like a Hollywood premiere. Starlets were supplied for the requisite cheesecake photos, and ventriloquist Edgar Bergen brought his puppet pals Charlie McCarthy and Mortimer Snerd. True to the song, Hollywood was screwy and ballyhooey—and the Santa Fe relished every minute of it.

Down to business

The first PA's entered the transcontinental passenger pool after the exhibition, drawing assignments on any train as their turn came up. Over the next two years, Santa Fe would buy another 26 PA cab units and 15 PB boosters, a fleet second in size only to Southern Pacific's 64. In service, away from the hype and lights, the Santa Fe Alcos would both satisfy and disappoint.

They certainly made a good first im-



D. G. Hoffman; Ed DeRouin collection

PA 76, a PB, and another PA are on the point of No. 123, the Chicago-La Junta-L.A. *Grand Canyon*, stopping at Chillicothe, Ill., in 1959.

pression on J. P. Morris, Santa Fe's chief mechanical officer. In an October 8 speech to the Pacific Railway Club, he complimented Alco's design engineers and recounted the story of the 51 set's remarkable performance on Raton. He was equally complimentary of EMD, suggesting the jury was still out on the question of whose products were superior. One thing was certain, though: Morris had seen the future, and it was powered by diesels.

The Santa Fe conducted a series of dynamometer tests with PA's, FT's, and F3's in late 1946, and the Alco product seems to have made the best impression at that early date. The PA's developed more horsepower and drawbar pull at every speed; they accelerated faster and consumed less fuel and lubricating oil. Foreshadowing things to come, however, the turbocharger was already recognized as trouble-prone. EMD's products received more criticism in these tests than Alco's (chiefly because of excessive wear in the cylinder heads), but La Grange would eventually impress Santa Fe with superior technical support, and the PA's would develop more wear-related problems in the long run than did the F units.

If management was initially undecided on the Alco versus EMD question, the train crews were, too. Jack Elwood, a longtime Santa Fe engineer and road foreman, chalked up pluses and minuses for both. With their long nose, the PA's were considered safer, as Elwood

The failed experiment

Santa Fe Mechanical Department files indicate that a PA repowering project was contemplated as early as December 1953, and that it could have been Electro-Motive's idea.

EMD had just completed the repowering of Rock Island DL109 621, so the builder might have been on the prowl for more such projects. Not only might repowering become a profitable sideline for EMD, it was also embarrassing to the original builder.

The original PA set emerged from La Grange on August 30, 1954, with new 16-cylinder 567C prime movers (one per unit), plus new exhaust manifolds, radiators, cooling fans, generator gears, alternators, and control relays. Traction motors were not replaced.

From a purely financial standpoint, it was an experiment worth trying. Budgetary estimates showed that it would cost just under \$200,000 to re-equip all three units. This expense was more than offset by almost \$211,000 in credits associated with early retirement of the original Alco components. On Santa Fe's books, the job actually generated a net credit of \$11,651. Dollars aside, the experiment was a disappointment. Though each unit was rated at 1,750 h.p. by EMD, overheating in the exhaust manifolds kept the locomotives from developing their full rated RPM's. Shortly after entering service, the newly repowered units were downgraded to 1,500 h.p.

EMD repowered 48 units of other builders for the Katy during 1956-60, and repowerings were attempted by other railroads themselves in the '50's, but many were failures. These projects generally used some combination of old and new components, and, more often than not, they couldn't be made to work together satisfactorily. The alternative was to strip the old unit to the frame, but that could be just as expensive as a completely new machine. No matter how the job was done, it usually proved uneconomical, and with a few exceptions performed by individual railroads (e.g., North Western, MoPac, Seaboard) repowerings were uncommon after 1960.—Peter A. Hansen



Gordon Glattenberg

Rooftop humps on the 51 set, pictured rolling a southbound *San Diegan* near Mission Viejo, Calif., in July 1964, are evidence of the units' repowering by EMD a decade earlier.

himself can testify from a grade-crossing collision with a gravel truck. "If I hadn't been in a PA," he says, "I wouldn't be here now." Ergonomically, the PA's weren't as quiet or as comfortable to operate as EMD's F units, but their six-wheel trucks made them better-riding. And, echoing the experience of 51's first trip over Raton, he admired the Alcos' tractive power and acceleration: "The EMD's would still be making transition when a PA was already up to speed."

Bleeding edge of technology

Electrically and mechanically, the PA's were a mixed bag. Some of the units' new components were quite advanced for their time, like circuit breakers instead of fuses, but others were technically challenging and hadn't been adequately tested. Many problems could be traced to the 244 prime mover, and to the seductive appeal of turbocharging it. And, although the 244 and GE's turbo would each prove to have bugs of



Gordon Glattenberg

Around dawn on November 27, 1964, nameless train 14 pauses at Las Cruces, N.Mex., on its 5-hour 50-minute, 253-mile run from El Paso to Albuquerque. Lone PA No. 60 does the honors.

their own, the combination of the two introduced a third set of issues.

GE had gained wartime experience with aircraft turbocharging, a particularly demanding application. Ironically, however, the world of high-performance aircraft proved to be a poor test bed for a down-to-earth locomotive. It was perfectly acceptable—even desirable—to put an air-cooled turbo in a P38 Lightning, but in a locomotive, it was susceptible to overheating. GE would provide a water-cooled model in 1953, and Santa Fe would retrofit the entire PA fleet, but by then, the locomotives' reputation was already tarnished.

The 244 engine also had problems. In Alco's haste to get a jump on postwar production, the 244 had been rushed through development and testing. A 50-day stationary test was conducted on a 12-cylinder 244 in late 1945, and Alco's engineers were sufficiently impressed—or sufficiently worried about the competition—that they went into production immediately. Three weeks after the test ended, 12-cylinder 244's were installed in the FA road-freight demonstrator set.

The first 16-cylinder 244's went into Santa Fe's 51 set and had a 30-day test on the Lehigh Valley in summer 1946. (The units were not yet painted in Santa Fe colors; they were black from the cab doors forward, and stainless steel aft.) While the LV was not without its challenges, it could not offer the extremes of altitude and sustained high-speed running found on the Santa Fe. The road test was pronounced successful, setting the stage for the Waldorf debut.

Heaping problem upon problem, the combination of the turbo and the 244

led to unforeseen issues. Mated to Alco's diesel, the turbo could boost a 16-cylinder engine from 1,500 h.p. to 2,000. By contrast, EMD's E units were normally aspirated and needed two 12-cylinder prime movers to produce 2,000 h.p. GE's turbo seemed like the way to go: It would imply technical superiority over EMD, and 16 cylinders would mean roughly one-third fewer moving parts to produce the same output. Significantly, however, a 16-cylinder block would also mean a longer crankshaft, and broken crankshafts became one of the most frequent failings of the PA's.

Alco would address the 244's problems with the 251 engine of 1951. (In Alcospeak, "2" denotes a 9x10½-inch cylinder, while "51" is the year the prototype was built.) By then, however, most railroads had already bought or ordered their first-generation diesels. It would be another decade before the market revived, and Alco's pockets weren't deep enough to see the company through. When the second-generation market began heating up, an independent GE, not Alco-GE, would be the No. 2 builder. Alco ceased U.S. operations in 1969.

Reputations on the line

As the early tests showed, statistical measurements initially favored the PA's. Over time, though, EMD's products proved more reliable.

The trend is seen clearly in an analysis of Santa Fe's Locomotive Service Reports. Prepared monthly by each division for the Mechanical Department, the reports show the number of days each locomotive unit spent in the shop. Explanatory details aren't included, but it's still possible to get an accurate picture of comparative reliability for the PA's and the 16-class passenger F3's that were purchased around the same time.

The analysis reveals that the average



F3 spent 30.4 days in the shop during its first 60 months. The average PA logged 91.5 days of shop time during the same period—almost exactly three times more. The number of down days per shopping is nearly the same (6.3 days for the PA's vs. 6.6 days for the F3's), but the PA's visited the shop much more often. This suggests that the Alcos' problems weren't necessarily more serious; they were just more frequent. Mean time between failures was 126.5 days for the PA's and 393.5 days for the F3's.

The trend shows in the number of miles on the locomotives' service records, too. To cite a typical example, PA 59 and F3 32 were both delivered in October 1948. By March 1954, the PA had run 1,286,763 miles, while the F3 had logged 1,589,764. By the end of 1962, the trend was even more pronounced: 3,209,755 miles for the PA, and 4,168,693 for the F3—a difference of 30 percent. Both locomotives were in the transcontinental passenger pool, so given equal availability, they should have logged roughly the same number of miles.

As might be expected, the Mechanical Department was making the same comparisons—and drawing disturbing conclusions, from Alco's standpoint. In 1954, the 51 set—the very same units that had been unveiled with such fan-

 More on our Web site

See clips of Santa Fe PA's in action from the Herron Rail Video DVD/VHS program *Glory Machines, Vol. 5* at ClassicTrainsMag.com



Tom Gildersleeve

In their later years, the PA's were fantrip favorites. Nos. 69 and 67 easily handle a three-car excursion near Summit, Calif., on May 15, 1964.

fare only eight years before—was sent packing to La Grange to have their Alco 244's replaced by 1,750 h.p. EMD engines. "We have experienced a great deal of difficulty in maintaining the Alcos," an internal document read, "as they have been expensive to maintain and have caused considerable delay in our passenger operation." Although the 51 trio ran for more than a decade with its EMD innards, the transplant was not successful, and only one other such surgery was performed on a PA, by the New York Central on PB booster 4302.

If the Santa Fe was disenchanted with Alco, so too, was GE. Just six months after the repowering project, a GE market study complained that "the stigma of lack of reliability earned by the Alco passenger units on the Santa Fe is still following Alco and damaging their reputation, and ours. Had we deliberately tried, we probably could not have picked a more difficult or dangerous place to enter the market with a new and untried product. Certainly high-speed, long-distance passenger service was not the place to develop the value of higher motor rating and higher engine horsepower, and it certainly was the place to show up what we did not

have; namely, Reliability."

Significantly, only the PA's came in for criticism. The same GE study notes that Alco was "comparable in reliability to EMD in freight service." Indeed, Santa Fe seems to have thought so, too, since—although it had no Alco FA's—it purchased 61 of Alco's RSD-series road-switcher freight locomotives between 1951 and '53. Significantly, they were powered by the shorter-block, 12-cylinder 244. After buying its last PA's in 1948, Santa Fe never bought another Alco for passenger service. (It's also worth noting that the road bought only another 13 A1A-A1A units from EMD after that date—12 of which were rebuilds of the 1937-39 E1's. For a variety of reasons, Santa Fe had settled on four-axle passenger power.)

The Icon

Were the PA's poor performers? Hardly. They served the Santa Fe for more than two decades—the longest life the model enjoyed on any railroad—and four of them went on to further service on the Delaware & Hudson and in Mexico. According to log books kept by longtime Santa Fe historian Stan Kistler, they pulled the *Super Chief* as late

as 1952—and Kistler thinks they continued in that assignment for a few years after that, though he doesn't have any log books to prove it.

Even into their third decade, the PA's were the regular power on the *San Francisco Chief*, (the longest run in America, at 2,556 miles), and on mail trains 7 and 8, a demanding schedule with a heavy consist. Based on those early dynamometer tests, their ability to handle a train was slightly superior to the 16-class F3's, even if their reliability later fell short.

The evidence suggests the PA's were solid performers, though they didn't age as gracefully as the EMD's. This would account for the Santa Fe's apparent reluctance to assign them to the *Super Chief* in later years.

Perhaps no other diesel locomotive has been the object of as much affection as the PA, and that sentiment has not been misplaced. Capable, elegant, and the inspiration for a million model train sets, it captured both the unbridled optimism of the immediate post-war years, and the reality of adjusted expectations. It was and is an icon of those last, best days when the streamliner touched aesthetic perfection. ■

Mr. Fogg, No. 603, and the inextinguishable Lehigh Valley

My "guardian PA" even helped me choose a college

By Steven Duff
Painting by Howard Fogg

In 1952 my world, like that of so many other railroad enthusiasts, was being darkened by the departure of steam. Therefore, a mailing tube labeled "American Locomotive Company: Promotional Material" that came for my 13th birthday was unlikely to contain much joy. It was from well-meaning family friends and, of course, advertised one of those villainous diesels; I swallowed my disappointment and managed to freeze my face in the mandatory smile of thanks.

A close and prolonged second look, however, changed my mind. I was, and still am, an enthusiastic worker in watercolor, and from the mailing tube there emerged a spectacular painting of a steep-sided valley, probably in Pennsylvania. Charging down the main line in the middle of a yard, in between an Alco switcher, FA's, and a road-switcher, were two PA's, led by No. 603; all were dressed in the striking purplish Cornell red of the Lehigh Valley. Not only was the painting first-rate, but it was by Howard Fogg, whose work I had worshipped since I first saw it in Lucius Beebe's 1947 book *Mixed Train Daily*. So taken did I become with the print that I hung it on the wall over my bed, where it kept me company for the next eight years and served as a benchmark for my own humble artistic efforts.

The matter of the PA speaks for itself. No other diesel, to my eyes, has ever embodied such majesty, rakishness, and attitude all at once. Moreover, there was a certain mystery to the Lehigh Valley that seems to persist to this day—how many books and videos are there on the Valley compared with, say, the Pennsylvania or the Southern Pacific, or even similar-sized pikes like Western Maryland or the neighboring Lackawanna? I was curious enough about the LV to do

some research, learning that it ran from the New York City area through northern Pennsylvania and New York's Finger Lakes region to Buffalo.

This was the "New York City period" in my life. Because of a wrinkle in my family's history, I lived just outside New York in the well-upholstered suburb of Scarsdale, so the LV was relatively accessible. No occasion arose to ride it, however, until my senior year in high school. In the meantime, this fabulous PA, Lehigh Valley 603, kept me company and maintained a friendly watch over my homework.

I should mention something about that homework. My sister was away at college and our mother, who had been left widowed at a young age, commuted to her job at a New York City publishing house. Thus I had the house to myself on weekday afternoons, when I was expected to do my homework. The reality was that I honed my skills at painting and playing the clarinet at the expense of science and math, and when my mother got home at 6:45 p.m., I declared much of my homework to be done but said I had a killer load of work to do after dinner on art and music. Dear old LV 603 never uttered a peep, of course.

By my senior year of high school, I had cleaned up my act on studies sufficiently to consider college. One that attracted my fancy was Hobart in Geneva, N.Y., and at that time (1957), we seniors had the privilege of taking time off to go to prospective colleges for personal interviews. Bingo! The small town of Geneva, at the north end of Seneca Lake, one of the Finger Lakes, was on the Lehigh Valley, and now I could add it to the list of railroads I had traveled.

So one rainy March morning, I made my way to New York's Penn Station (which LV trains reached via trackage

rights on the Pennsylvania from Newark) to board the *Black Diamond*, LV's flagship train, due to leave at 9:55. Alas, I've never been much of a keeper of lists and diaries, but I do recall certain interesting details about my maiden ride on the Valley. My coach was similar to the so-called "American Flyer" cars on the New Haven, and had a curious scalloped ceiling with a fluorescent tube housed in each scallop.

I could glimpse a GG1 ahead on curves as the train headed for Newark. The electric was swapped out beyond the station, at Hunter Tower, but I've never found out if our Lehigh Valley power included No. 603. Later, it was pouring rain, and I was not yet familiar with the stop at Bethlehem, Pa. (where a through





In Howard Fogg's LV painting, Alco FA road freight diesels, an S2 switcher, and an RS2 road-switcher flank the stars: two PA's, led by No. 603.

coach from Philadelphia, via the Reading Co., joined us), to walk up and see the motive power. Suffice to say I had a pleasant and interesting trip through steep valleys like the one (the railroad's namesake, no doubt) in my 603 picture and the anthracite coal country, including Wilkes-Barre and Sayre, Pa. After it got dark, we crossed into New York state. The train was due into Geneva—the first stop after Ithaca, home of the Ivy League university that gave LV diesels' red its name—at 5:55 p.m.

After a night in Geneva's Hotel Seneca, I made my way to the campus of Hobart College. My interview was pleasant and cordial, and as I raced back to

the hotel to pick up my baggage and catch the eastbound *Black Diamond* at 11:26 a.m., I had a spell of what the Spanish call *querencia*, a powerful but unexplainable sense of belonging somewhere. Nothing would do but to go to college at Hobart.

The Valley's Geneva station, built of brick in 1893, was across town from Hobart and north of the village center, on the outside of a curve that was custom-made for the entrance of a PA. Any of us fortunate to have seen a PA will appreciate that they didn't merely show up or roll in—they Made an Entrance, like a diva sweeping onto

the stage at the Metropolitan Opera. Accordingly, the *Black Diamond* Made an Entrance . . . with No. 603 on the point! As an extra touch of class, the conductor was wiping down the grab irons as the train rasped to a stop.

Since it was lunchtime, I went to the dining car and found macaroni and cheese, my absolute favorite, on the menu. It turned out to be Franco-American canned macaroni, maybe my first inkling that LV's passenger service was starting to struggle. This, however, was farthest from my thoughts as I got to see the lovely countryside I had missed in the darkness the afternoon before. My recollection of the trip was sweet-



James Vincent

Testing on the LV before receiving their Santa Fe colors, cab-booster set No. 51 (the first PA's) pauses with the *Black Diamond* at Towanda, Pa.

ened less than a month later when I received my letter of acceptance to Hobart. Thus began my "Geneva period."

Life was good, indeed! I took my books, clothes, and dreams on the Valley's overnight *Maple Leaf*, train No. 7, for Orientation Week, and in the course of things, met many of my future classmates. I now knew the timetable enough to be aware of the extended stop at Bethlehem and to walk forward there to check the head end. Well, it wasn't No. 603, but 2 of her 13 sisters, gleaming softly under the station lights and generally making a fine sight.

Over the next four years, the Lehigh Valley was my conduit between Geneva and Scarsdale (with a bit of help, of course, from New York Central's electric suburban service). The LV provided another, quite unexpected, opportunity, however. The *Maple Leaf* didn't get its name by accident—it was a through service over Canadian National to Toronto that split from the Buffalo section at suburban Depew, N.Y. I happened to have a considerable collection of family and friends in Toronto, so for shorter holidays like Thanksgiving, it made little sense to travel all the way back to New York City and even less to languish on a deserted campus, so, once again, the Valley jumped into the breach.

My headquarters in Toronto were primarily at the home of well-known Canadian rail historian and photographer James A. Brown. Jim is both my

cousin and my railroading buddy, and a visit up his way became a Thanksgiving tradition. The only way by rail directly from Geneva to Toronto was on the *Maple Leaf*, departing Geneva at 2:54 a.m. This made for a short night's sleep in bed, or none at all, and a long walk across town to the depot.

I liked to leave a cushion of 15 or 20 minutes before train time, and there

Two great PA's would roll past with the *Maple Leaf*, singing their mechanical Gregorian Chant.

were some pleasant things to do around the Geneva station while I waited. The depot itself befitted a major stop, although at such an hour the area was all but deserted. Prominent in the waiting room was an enormous Association of American Railroads poster showing a clogged freeway, opposite a notice of instruction for reporting to the Army's nearby Seneca Ordnance Depot.

A walkabout on the platform was an atmospheric and pleasant experience. All was silent but for an electric hum somewhere in the neighborhood and the occasional gust of wintry wind. An adjacent coal dealer hosted an assortment of hopper cars from the great coal-haulers—C&O, Virginian, N&W, and, naturally, Lehigh Valley. At the west end of

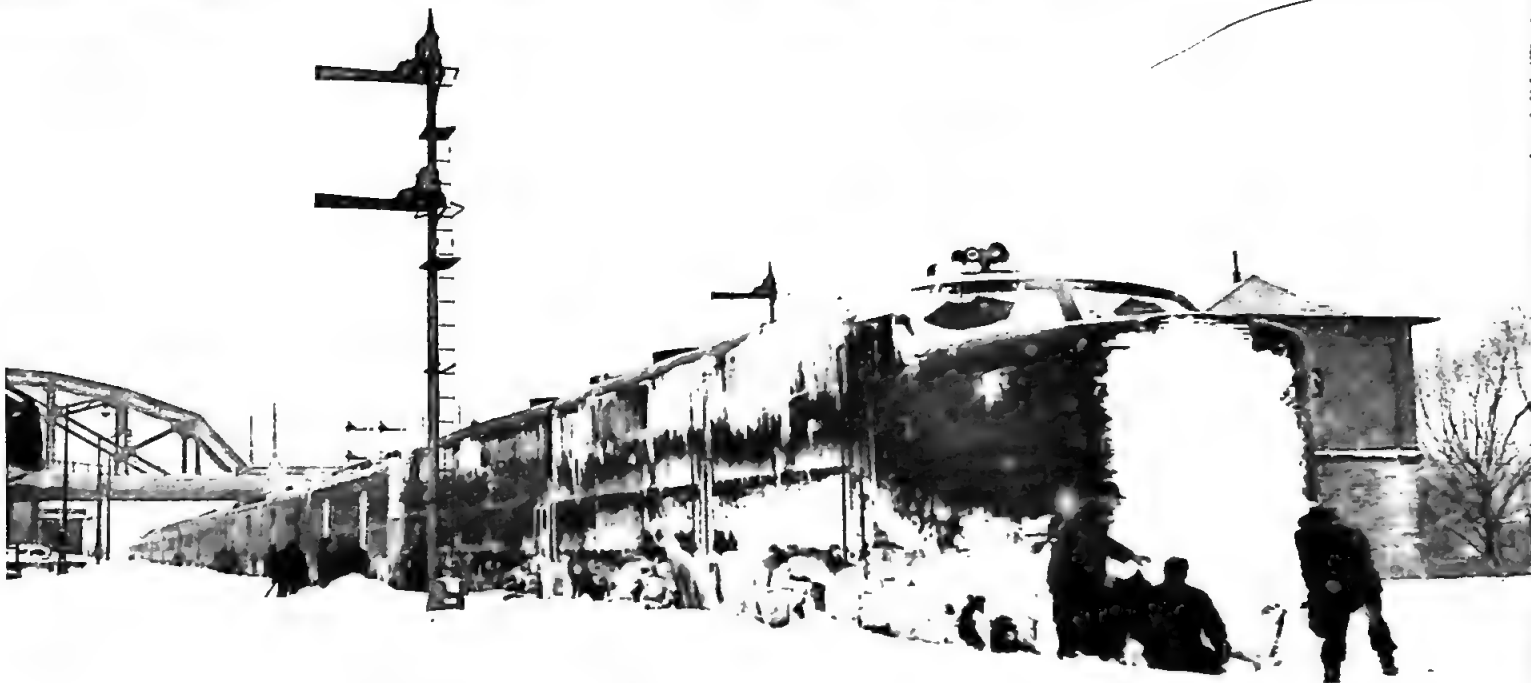
the platform, the Naples branch veered off to the south as the main line to Buffalo curved to the west. Somewhere, although I never saw it, a yard diesel mumbled to itself in the frigid darkness.

When I was lucky, and I usually was, an eastbound freight came tearing out of the night from the west about 10 minutes before the *Maple Leaf* was due. No consideration had to be given for a meet, as the Valley was double track; usually this very long train was led by an assortment of FA's and/or Alco road-switchers. In the scrambling shadows, I rubbernecked the cars' markings . . . Western Pacific, Erie, Illinois Central, Cotton Belt . . . names that did to one what BNSF, CSX, and TTX do not.

The night agent bringing the baggage and express wagon outside meant High Alert. I have no idea if the inbound train from the east idled on a downgrade or if there were some acoustic quirk, but the *Maple Leaf* was all but silent, an orange orb in a crescendo of light, slithering around the curve and across the overpass over Genesee Street. Then the two great PA's would roll past in a mechanical Gregorian Chant, towing an assortment of cars from the Valley and CN as well as Pullman Company sleepers, usually in two-tone gray.

At Depew, the Toronto section was cut off to be taken to Niagara Falls by a road-switcher and attached to a CN train. On the return, this segment was of special interest because the consist ran backwards.

The four years of my "Geneva peri-



Douglas C. Wornom

At Bethlehem, Pa., snow-plastered 603 herself fronts the final eastbound *Maple Leaf* on February 4, 1961, not long after author Duff's last ride.

od" rolled past, with all but a few of my comings and goings being on the Valley. Sometimes 603 was on the front, sometimes she was second unit, and sometimes she was absent, but every single trip had at least one of those big, beautiful PA's as the spearhead. In the Jewish custom, I have sat *shiva* for steam for 50 years, but the PA is the only diesel that has also had that honor.

My last Lehigh Valley trip was between semesters at the end of January 1961. I did my usual trek out to the station and all was the same; the AAR and Army posters still were in place. But now there was an additional item, a stern, judicial sign like the ones that used to announce the pox. Its essence was that passenger service on the Valley was to be terminated the following month. (The *Black Diamond* had come off in May 1959, but the *Maple Leaf* and the New York-Lehigh local, named *John Wilkes*, plus its connecting Budd RDC to Hazelton, Pa., survived. The *Maple Leaf* even carried three sleeping-car lines to the end: New York-Toronto, New York-Buffalo, and Philadelphia-Toronto).

I knew this was going to happen, but the news still made my stomach drop. It also meant Geneva would have no rail passenger service, as the New York Central three years before had pulled the plug on its "Auburn Road" trains between Syracuse and Rochester via Auburn, Geneva, and Canandaigua.

It was fitting, then, that No. 603

should be on the point for my last ride west. I wondered what her destiny would be, but I really don't want to find out. I just want to remember her as I last saw her on that winter night.

On the return trip, the *Maple Leaf* always picked up, at Niagara Falls or Depew, some of my college confreres (from both Hobart and our companion William Smith College, founded as men's and women's schools, respectively, but operated together), and we shared the tattered remains of our travel budgets on a taxi back to campus. All of us knew we would never do this again, and we asked the driver to wait until the train left. There the *Maple Leaf* sat, shrouded in escaping steam, for the night was bitter cold. Then came the two sharp hisses of the communication signal, a weary sigh, a creak, and then she was under way, accelerating across the bridge over Genesee Street, markers vanishing around the curve.

I graduated five months later. It would have been nice to ride the Lehigh Valley home for the final time, but even had the trains still been running, my accumulation of four years of college debris, plus family on hand, made car travel mandatory. That painting of No. 603, however, now yellow with age and New York humidity, still hung in silent majesty above my bed. Although I had been exposed to the work of the world's greatest thinkers in my four years at Hobart, the name Howard Fogg was still undiminished in its aura.

In the 47 years since graduation, I

have been back to Geneva only twice, in April 1965 and in March 1998. That visit now a decade ago was on a gray day, much like the long-ago day of my initial interview at Hobart. I strolled about the campus, which had changed some, though not objectionably.

Of course, I had to see the Lehigh Valley. I hadn't paid attention, and likely it was now part of Conrail or some short line, I thought, so I drove the familiar route north to the station. But where was the overpass on Genesee Street? *Where were the tracks?* It was like a bad dream. The coal place was gone, of course, but remarkably, the passenger station still stood, although boarded up. I was reassured to learn later that someone was renovating it as a private residence.

Even so, it was a shock to the sensibilities. There was still a faint delineation of the curves in and out of the station, but to the west, which "in my time" had been a vital double-track main line, was now just scrub as nature moved back in to grow over the efforts of man. Geneva still has rail freight service, but not on the old Lehigh Valley. It was sad, but this is where that fickle mistress, Memory, returns to the equation, which can never be taken away.

No. 603 is long gone and so is my lithograph print of her, likely a casualty of post-college moves. That too is sad, but that PA's likeness, inextinguishable, is still implanted upon my memory by Howard Fogg as surely as with a branding iron. ■

The mighty 8000

Firing a Union Pacific 4-8-4 as the helper engine on a drag freight was indeed a treat

By Les Clark

I again had slept in at my 50-cent room in the old Pacific Hotel, my home away from home in Huntington, Ore., when I was working as a locomotive fireman for the Union Pacific Railroad on its Idaho Division. The year was 1953. My actual home was 183 miles east in Glenns Ferry, Idaho, where I had reported for work the day before.

A streak of good luck had been bless-

ing me with several good, daylight runs. The day before had been no exception, when I'd been called for No. 257, a west-bound time freight with Forrest "Timber" Jones as engineer. This was the hottest freight on our division, drawing as power a set of three EMD F units. Except for adding a helper engine for the climb out of the Snake River valley near my home, this was a non-stop run all the way to Huntington. Though it seems hard to imagine now, it was a real treat to catch a train with diesel power instead of steam, which we called "black jets."

I had arrived at Huntington about dinner time and, after a good feed at one of the local greasy spoons, spent the evening in the railroad clubhouse playing cards and assisting in circulating various railroad yarns, the usual drill for off-duty enginemen and trainmen. When I gave in and hit the sack, I was listed several times out on the call board for my return trip. I was expecting an early-morning call, but when I awoke around 10 a.m., obviously the early call hadn't occurred.

I checked out of the hotel and went to the clubhouse for an update. I learned that Timber and I were second out, in



George N. Bisenlus

Striking a classic pose perhaps not unlike the author's, a UP fireman relaxes and prepares to light a cigar at Rawlins, Wyo., in 1951.



Bob Stensvad

1941-1942
1943-1944
1945-1946
1947-1948
1949-1950
1951-1952
1953-1954
1955-1956
1957-1958
1959-1960
1961-1962
1963-1964
1965-1966
1967-1968
1969-1970
1971-1972
1973-1974
1975-1976
1977-1978
1979-1980
1981-1982
1983-1984
1985-1986
1987-1988
1989-1990
1991-1992
1993-1994
1995-1996
1997-1998
1999-2000
2001-2002
2003-2004
2005-2006
2007-2008
2009-2010
2011-2012
2013-2014
2015-2016
2017-2018
2019-2020
2021-2022
2023-2024
2025-2026
2027-2028
2029-2030
2031-2032
2033-2034
2035-2036
2037-2038
2039-2040
2041-2042
2043-2044
2045-2046
2047-2048
2049-2050
2051-2052
2053-2054
2055-2056
2057-2058
2059-2060
2061-2062
2063-2064
2065-2066
2067-2068
2069-2070
2071-2072
2073-2074
2075-2076
2077-2078
2079-2080
2081-2082
2083-2084
2085-2086
2087-2088
2089-2090
2091-2092
2093-2094
2095-2096
2097-2098
2099-2100





line for an eastbound drag that had not yet been called, so I meandered across the street for a late breakfast. Timber soon joined me. I remarked that it appeared my streak of good luck had about run out. A drag freight usually entailed a 12-hour, or longer, run on a steam engine with a fair share of local switching. Timber pointed out that the crew ahead of us—Robertson and Ballard—would probably get the drag and

we wouldn't get our call until evening, when the multiple sections of the HFX fruit specials would be coming through. I thought that, except for being an all-night run, this wouldn't be so bad. Finding something to occupy the day in Huntington, though, was a challenge—after all, the place wasn't exactly Paris!

As we were leaving the café, we ran into Red Ahlschlager, our conductor. He asked if we'd received our call, saying the callboy had been looking for us. We said no, but we soon ran into him on the way to the clubhouse. We were told that the crew ahead of us had indeed caught the drag, with engine 7856, a 4-8-2, but that we would double-head with them on it with engine 825. The train would be Extra 7856. Although we would be on the point, we were the helper and therefore were

called after the regular crew and our engine would display "X7856." Our train crew of conductor and two brakemen were to deadhead back home in the caboose.

I was delighted. Maybe my luck hadn't gone sour after all. To draw one of Union Pacific's great 800-class 4-8-4's was a treat for me at any hour. Although I had taken student trips on the 800's, until now I had not been called for one. A big reason was that a fireman was not allowed to work passenger trains until gaining one year's worth of experience, which I did not have, and most of the 800's that ventured on the Idaho Division were on passenger trains. An exception was when there would be a power transfer to a different area, or an engine that was heading to the shops for maintenance. Such was the case

800

To draw one of UP's great 800-class 4-8-4's was a treat for me at any hour.



Henry R. Griffiths Jr.

Having left the author's home Idaho turf, No. 808 negotiates the pass at Kamela, Ore., with six-car Pocatello-Portland mail train 25 on November 27, 1950. She's climbed 1,147 feet since leaving La Grande, and is doing 35 mph.

here—the 825 was heading down to Cheyenne, Wyo., for shop work.

Back at the clubhouse, since we had received our official call, we all headed for the depot to register for our trip and then to the roundhouse to pick up our power. As we started our rituals of preparation, we found that the engines were already coupled together. For me, our preparation was also an exploration. I was thankful that I'd been curious enough to snoop around the 800's that often would lay over at Huntington. I can't recall ever



Jim Scribbins

finding one of the big Northern's (FEF's, for 4-8-4, in UP parlance) at my home terminal of Glenns Ferry, so I hadn't had a chance to become acquainted with them there. At Huntington, however, the 800's often would be swapped out for other power for the trip through Oregon's Blue Mountains with the line's steep grades and sharp curves.

As I started my preparations, I was a bit nervous about a run with unfamiliar power, not to mention that I would have one of my peers firing the engine behind me to critique every puff of smoke that came out of the 825. At least I knew where to get on the engine, and I couldn't help appreciating its big, all-weather cab as I entered it. To have a back wall with doors, instead of the back of the cab being wide open to the elements, was impressive. I thought

A long way from Idaho, No. 825—the very engine the author fired—pulls out of Omaha Union Station on July 7, 1952, with the lead section of train 23, the transcontinental workhorse *Gold Coast* via C&NW-UP-SP.

about how nice it would have been on older power in helper service to have had protection from the cold when backing with a light engine after helping a train up the hill. (UP's modern power—the Big Boys and the late-model Challengers—had enclosed cabs, but the former never ran into Idaho and the latter were not common there.) I charged into my standard chores, which included inspecting the water level, fire, and firebox, and the associated oil-firing controls. I then washed out the cab with the hot-water hose.

Since we were listed as Extra 7856, I



went out front and climbed up to the train indicator boxes so I could remove the "825" numerals and install "X7856" in them. This required a bit of scrounging on other locomotives to "borrow" the correct numerals. I also had to be sure the classification lights were both showing white to indicate our status as an extra train.

Back in the cab, I decided to concentrate on my one major area of concern—the Sellers exhaust steam injector on the fireman's side. All of the 800's were equipped with them when new, but this cantankerous appurtenance was found on few other Union Pacific locomotives. To start it required the manipulation of three control levers in conjunction with a vacuum gauge. During a student trip on an 800, I'd been warned by a sarcastic engineer who

said, "The first thing you want to do, kid, is run all the water out on the ground." This stuck with me.

Most of this injector's problems centered on the operation of an automatic changeover valve. Its purpose was to allow the injector to operate on live steam from the boiler when there was insufficient exhaust steam back pressure available, such as when standing or drifting. When the engine was working, the valve transferred over to the use of exhaust steam in place of the live steam. It was a very efficient system when it worked, but a headache when it didn't. It could be operating just fine until the engineer changed the exhaust back pressure by changing the throttle or reverse-lever position. Then, without notice, the injector would start spilling water ("breaking," as it was termed)

and, more importantly, not injecting water into the boiler. One needed to be vigilant! In later years most, if not all, the 800's were re-equipped with Worthington SA type feedwater heaters.

I practiced with the injector, starting and stopping it several times. It seemed to work fine. One ace I felt I held was that on this day I was with a young engineer who had fired 800's many times. The old heads who had never fired oil-burners were sometimes long on criticism and short on helpful advice, but I had worked with Timber before and found him to be helpful and understanding. Also, there was the very dependable Nathan injector on the engineer's side when all else failed.

A nuisance characteristic of the 800's was that, when drifting, they were difficult to fire without smoke entering the



Henry R. Griffiths Jr.

Mountain 7855, a sister to the author's road engine 7856, helps a trio of F's on a 106-car eastbound extra up King Hill, east of Glens Ferry, on October 23, 1949. Even with 2-8-8-0 3566 on the rear, they're doing only 10 mph.

cab. This was the reason for the "elephant ear" smoke deflectors that Union Pacific installed on them in later years. I had spoken with regular passenger firemen about how they approached the problem. Their advice was that heavy use of the atomizer and blower could usually reach a reasonable balance so as to have minimal smoke emission and still be able to hold near the 300-lb. boiler pressure. Most of the 800's steamed so well that, as soon as the engineer started working the engine, any lost steam pressure could quickly be recovered.

These concerns were going through my mind as we finished our preparation and rolled out on the roundhouse lead track. The brakeman took us over to the so-called River Yard, where our train was waiting. As we completing our air-brake tests, the conductor arrived with our clearance card and train orders. The orders gave us a clear run with right over everything but No. 17, the westbound *Portland Rose* passenger train, all the way to Nampa, Idaho, site of a yard and roughly the halfway point in our run.

We determined we had a fairly light but long train. With the two engines, we should be able to move right along. And we did! Three miles out of Huntington, the UP main line crosses the Snake River into Idaho. The bridge that existed in 1953 had a restrictive 25-mph speed limit, partly due to a 10-degree curve at the Idaho end. Although the 800's had speedometers, they were not easily visible to the fireman. I was too busy with my own chores to notice our speed as we crossed the Snake, but I'd bet it was considerably over 25. After all, there was the "one-upmanship factor" of two young engineers showing off for each other. Why, that big old bridge literally bounced up and down as we crossed it! (It would later be replaced because of track relocation owing to dam construction on the river.)

Once we passed the bridge, the "railroad was ours" to Caldwell, where we met No. 17, and we then sprinted to Nampa. Of course, en route, we did encounter the several speed restrictions through towns, and made the customary water stop at Nyssa. But overall, we made good time. I was in seventh heaven—the 825 rode and steamed like a dream, and the injector was working fine. Every now and then I looked back at my counterparts on the 7856—how big and impressive we looked and how insignificant they seemed on their "little" 4-8-2. Yes, it was an ego trip!

We headed into the Nampa yard and cut off the engines so the train could be switched, and we ran the power uptown so we could go eat. At that time, UP had a rule that, at Nampa, a member of the crew must stay with the engine. This applied only to larger engines but included the 800's. I must confess that, to my knowledge, the rule was rarely followed, but by this time I had such a love affair going with 825 that I volunteered to stay with her. It gave me more time to examine the big locomotive.

About two hours later, our crew was all back and with orders in hand. We soon were recoupled to our train and left Nampa. The railroad split here. Pas-

senger trains curved left to go through Boise, the state capital, while freights went straight ahead on the "Kuna freight line" for 33 miles to Orchard, where the passenger line rejoined (today on UP, only the freight line remains intact; the Boise route is severed). Eastbound, the Kuna line had a respectable grade. Trains rarely required helpers here, but it was a strong test for freight power pulling heavy trains.

We hit the grade with a vengeance. It was the first chance I had to witness the 825 really working hard. Although the 7856 appeared to be doing its part, to me it felt like the 825 would've dragged it up the hill. Partway up, Timber had me take the engineer's seat. Sitting at the throttle of that great engine listening to her bark with authority up that hill was a feeling that I will never forget. I was king of the world!

When we arrived at Glens Ferry and I disembarked from the 825, it was with mixed emotions—the satisfaction of a good run mixed with the sadness of parting. I was convinced then, as I am now, that the 800-class 4-8-4's were the finest steam locomotives ever to grace Union Pacific rails . . . or anyone else's.

Right from the time the three groups of 800's were received from Alco, during 1937-1944, they were out into passenger service, where they recorded outstanding performances. However, it

I was in seventh heaven—the 825 rode and steamed like a dream.

wasn't until the mid-1950's, when they were being bumped from passenger assignments into freight service, when Union Pacific really discovered what a powerhouse it had in the 800's. While working out their final days in heavy freight service between North Platte, Nebr., and Council Bluffs, Iowa, they regularly astonished seasoned veterans with their capabilities. One has only to check the commanding performance record of the 844 in excursion service for the last 50 years to be convinced. UP 844 is, of course, the only major U.S. railroad steam locomotive to never have been retired, and was rebuilt by the railroad at Cheyenne. This should assure that it and its able cousin, Challenger 3985, will be around for a while to stir the hearts and minds of future generations. ■

Boyhood fascination with New York Central steam



Fred B. Furminger collection

Furminger (left, age 11) and pal "Butch" McCarthy stand on the pilot of NYC 5328 after a ride on the 4-6-4.

While grown-up fans flocked to Big Four territory to catch the last of the mighty Hudsons and Mohawks, a bike-riding kid in Buffalo witnessed a quieter end to the steam era

By Fred B. Furminger • Photos by the author



Sturdy old NYC U-2c 0-8-0 No. 7504 (Lima, 1917) rides the turntable at Michigan Central's Victoria Yard in Fort Erie, Ont., on October 6, 1956.

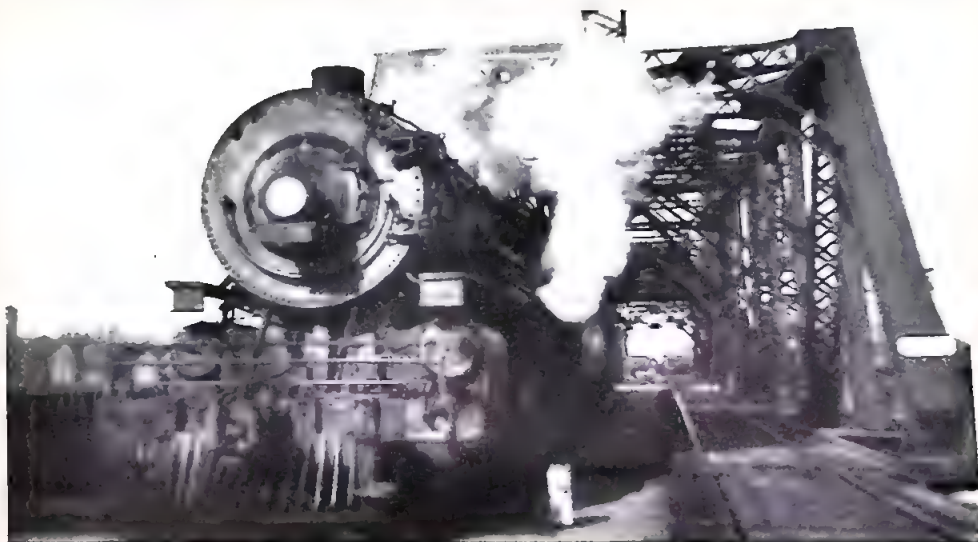
The time was June 1954 and summer vacation was about to begin. I was 14 years old and had just graduated from the 8th grade at St. John the Baptist School in Kenmore, N.Y., a suburb just north of Buffalo.

My main source of income was a paper route delivering the *Buffalo Evening News* six days a week. For transportation I relied on a 26-inch Schwinn three-speed English racing bike.

I had developed a strong interest in trains at a very young age. While I was growing up during the late 1940's and mid-1950's, the New York Central, Erie, Chesapeake & Ohio, Lackawanna, Wabash, Pennsylvania, and Lehigh Valley railroads all ran within three miles of my house, either on their own tracks or on trackage rights.

I had a particular liking for the New York Central and its steam power because of one unforgettable event that happened three years earlier, in 1951. I was 11 then, and it was my first direct experience with a steam locomotive. My sister Ruth had a friend named Jane Furlong. Her father, William J. "Red" Furlong Jr., was an NYC conductor who worked the local passenger trains on the Niagara Branch. Ruth, knowing how much I liked railroads, asked Jane to talk with her father and see if he would take me on a run with him.

The date was Saturday, October 6, 1951. My friend John "Butch" McCarthy



G-6p 1130, the 2-8-0 that introduced Furminger to MC's steam operations two months earlier, leaves Black Rock Yard in Buffalo for Fort Erie with a caboose in late October 1954.

and I rode with Red on train 683, from Buffalo's Central Terminal to Suspension Bridge, N.Y., just north of Niagara Falls, 26.9 miles. This train was normally assigned a new "Beeliner" (as the Central called its Budd Rail Diesel Cars), but as luck would have it, on this day the RDC was down for repairs. A steam locomotive and the appropriate passenger equipment was substituted. J-1e Hudson 5328 did the honors, and I was treated to a cab ride on the return trip with train 682. I will always be grateful to Ruth, Jane, and especially

Red for making my ride on a genuine New York Central Hudson possible. From that day forward, NYC steam occupied a special place in my heart.

No Central steam—or so it seemed

Shortly after I graduated from 8th grade, I decided to use some of my graduation money to buy a Kodak "Baby Brownie" 127-size camera. I wanted to take pictures of steam locomotives—New York Central steam locomotives. But I soon discovered, to my great disappointment, that all the trains



MC's Montrose roundhouse in Niagara Falls, Ont., shelters U-2c 7508 on November 10, 1956.



The same day, sister 7552 switches an industry at Chippawa, Ont., on MC's Niagara Branch.

running near my house, including the NYC trains, were diesel-powered. My new camera remained idle for most of the summer, for I was unwilling to spend money on film just to take pictures of diesels!

I later learned that by June 1954 the steam-to-diesel transition on the New York Central System had been nearly three-quarters completed. As fast as diesels could be ordered and built by the various manufacturers, they were brought onto the property and put into service. The steam locomotives they replaced were usually sold and cut up within months of being retired. In many instances newer, heavier engines were scrapped while older, smaller power remained active. Often, specific assignments combined with each locomotive's mechanical condition were the determining factors in what engines remained in service or were retired.

During that summer of '54, I purchased my first copy of *TRAINS* magazine at the local hobby shop and soon learned that the Central was still operating steam west of Cleveland, Ohio, particularly on the former Big Four lines. Railfans throughout North America, with the means to do so, began converging on NYC points across Michigan, Ohio, Indiana, and Illinois. Riverside Yard in Cincinnati, Air Line Junction in Toledo, and Shelby Street in Indianapolis were some of the places made famous by steam's last stand on the NYC.

I briefly considered traveling to where these steam operations were taking place, but soon realized that for a 14-year-old boy with a bike for transportation and a paper route for income, a trip to the Midwest was out of the question. I would just have to settle for whatever I could find within bicycle-riding distance of my house. I would soon

learn that this would involve many more miles of bicycle-riding than I had ever imagined!

Central's "steam stepchildren"

Toward the end of summer I discovered that, while NYC steam operations were drawing to a close in the spotlight of the Midwestern U.S., a similar event was taking place in my own back yard, albeit with much less attention being paid. This was on the system's Michigan Central Canada Division, also known as the Canada Southern, or CASO.

The CASO main line stretched about 225 miles eastward across southern Ontario from Windsor through St. Thomas to Niagara Falls and Fort Erie, located across the Niagara River from Niagara Falls and Buffalo, respectively. Supplementing the CASO main line in Ontario were the St. Clair, Leamington, Amherstburg, and Niagara branches.

Even though NYC was phasing out steam in the U.S. and Canada at about the same time, there were some striking differences. Even by June 1955, the Central had about 300 steam locomotives operating in the U.S., consisting of six- and eight-wheel switchers, Mikados, Mohawks, Hudsons, Niagaras, and Berkshires. The oldest was 2-8-2 No. 1405, rebuilt from a 2-8-0 back in 1912, while the newest were the 2-8-4's built for subsidiary Pittsburgh & Lake Erie in 1948 [*"The Unwanted Berkshires,"* Spring 2004 *CLASSIC TRAINS*].

In Canada, on the other hand, NYC had only 44 steam engines in service: 3 0-6-0's, 12 0-8-0's, 9 Consolidations, 17 Mikados, 2 Ten-Wheelers, and a single Hudson. The oldest were the 4-6-0's, Nos. 1290 and 1291, built in 1900; the youngest were 1918-vintage 0-8-0's—with one exception: the lone Hudson, No. 5374, dating from 1930. Unfortunately, she was retired by August 1955 and sent to scrap that November.

Because there was relatively little attention paid to this small group of NYC steam locomotives at the time (apart from the two Ten-Wheelers, which attained some celebrity on the St. Clair Branch to Courtright), I eventually came to call them "New York Central's Steam Stepchildren."

A steam fan's *Eureka!* moment

By late August '54, my summer vacation was drawing to a close. In two short weeks I would begin my freshman year in high school, and I had yet to discover NYC's Ontario steam operations. But one day, as I was riding my bike through the Black Rock section of Buffalo for the first time, I happened to spot a column of smoke in the distance



On October 6, 1956, G-6p 1131 (Montreal, 1910) simmers at Victoria Yard with GMD-built GP7 5822, recently acquired from Chesapeake & Ohio.

—a steam locomotive pulling a caboose slowly through the yards near Amherst and Tonawanda streets! It was too far away for me to make out the railroad name on the tender, but I was able to follow it on my bike using neighborhood side streets. The engine finally came to a stop in front of a two-story brick building, which turned out to be Canadian National's Black Rock yard office. (This was as unremarked as NYC's Ontario steam—a piece of CN trackage in western New York State, on paper part of CN's "Grand Trunk" family.)

I could not believe my eyes. There, simmering away in front of me, was a big-boilered 2-8-0 with NEW YORK CENTRAL spelled out in large white letters on the tender. Lettering on the cab identified the engine as class G-6p No. 1130.

Since NYC steam was supposedly confined to lines west of Cleveland, I was completely mystified as to where this locomotive came from or where it was going. I soon learned from a clerk in the yard office that the 1130 was a Michigan Central Canada Division engine that had just brought a transfer train from MC's Victoria Yard in Fort Erie, Ont., across the border to the Lackawanna yard at Black Rock, and that it was returning "caboose light" to Fort Erie. I didn't have my camera with me, so I couldn't photograph the 1130, but I would return to Black Rock the next day and many more times in the coming months and years.

The MC engines, serviced and dispatched out of the Victoria Yard round-

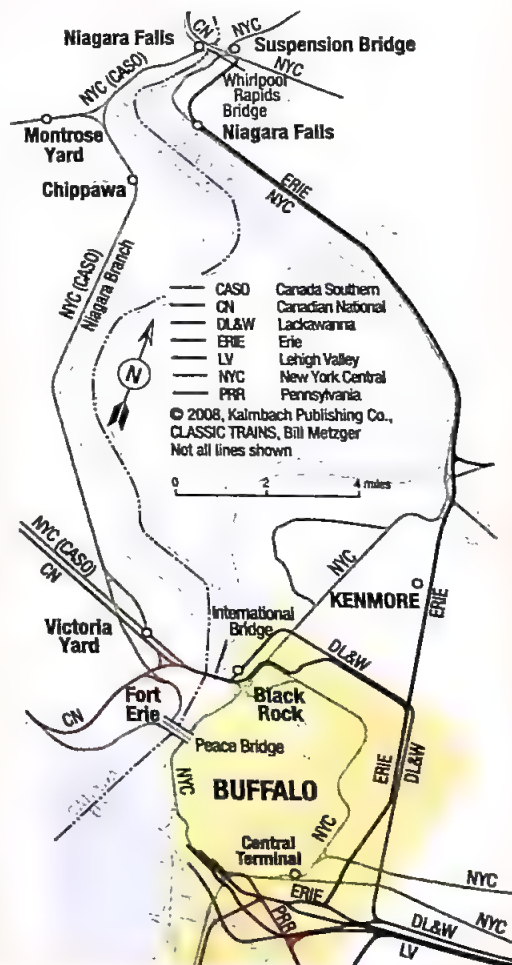
house in Fort Erie, were 0-8-0's, 2-8-0's, and 2-8-2's used in transfer service between Victoria and other roads' receiving yards at Black Rock. The 0-8-0's and 2-8-0's also did the switching in Victoria as well as on-line industry switching around Fort Erie, while the 2-8-0's and 2-8-2's also worked as road power on the CASO main line into Fort Erie from the west. In addition to the MC steamers, those of CN and Grand Trunk were also used in local transfer and switching service. Grand Trunk 0-6-0's mainly switched the CN yard at Black Rock, while CN 0-8-0's worked the CN yard in Fort Erie and handled Fort Erie-Black Rock transfers. Although I enjoyed seeing and photographing these Canadian engines, my main attention was on the MC locomotives.

Right back to Black Rock

Black Rock was a five-mile bike ride from my house in Kenmore, and it took me about 45 minutes to make the trip. The day after I discovered the 1130, I was back at Black Rock with my camera taking my first-ever steam locomotive pictures. Between late August and November of '54, I made that 10-mile round trip a half dozen more times, mostly on weekends, until the winter weather set in.

My visits to Black Rock were rewarding, but soon I realized that a far better place to see steam was over in Fort Erie. During September and October, I made a number of attempts to ride the 25-mile round trip across the Peace Bridge

A Buffalo boy's steam bailiwick





Shadowed by Toronto, Hamilton & Buffalo GP7 No. 77, H-7d Mikado 2003 gets its water tank topped off at Montrose Yard on November 10, 1956.



H-7d 2032 (Alco-Brooks, 1913) soaks up the January 14, 1956, sun at MC's Montrose Yard.

shooting them around the MC Fort Erie passenger station or at Black Rock.

By early 1955, I finally realized my photographs made with the Kodak Baby Brownie were, at best, poor. I needed a better camera. I had enough money saved and so bought a new Kodak Vigilant 620-size folding camera, a big improvement. But a better camera could not help me cross the border to Fort Erie or get past that MC NO TRESPASSING sign.

Victory at Victoria Yard

Then in early September '55, my sister Ruth called me. It had been almost four years since she helped arrange my cab ride on NYC Hudson 5328. She was now married and raising a family in a new home about 3 miles from where I lived with our parents. She had some good news. A new neighbor had just moved into the house directly behind them. He was W. J. Smith, a trainmaster at MC's Victoria Yard! She had told him about my interest in trains and steam locomotives, and he promptly suggested that I go along with him to work for a day. So on Saturday, September 10, I got up early and rode my bike over to Ruth's house. From there I accompanied Trainmaster Smith to Victoria Yard for a full day of watching and taking pictures of MC steam.

I was given the run of the entire yard, with the agreement that I would be very careful. Mr. Smith even arranged to have H-7a Mikado 2053

into Ontario, but had limited success. There were two main problems. First, I was only 14, and at that time the law prohibited anyone under age 16 from entering Canada unless accompanied by an adult. Canadian officials turned me away on three different attempts, although on two other occasions I was allowed across the border. (Incidentally, the bridge toll for a boy on a bicycle was 5 cents!) The second problem was a very intimidating and wordy NO TRESPASSING sign posted at the beginning of the long cinder driveway leading to the MC roundhouse. I decided it would be wise to respect the message and so did not enter. It would be another year before I was finally able to take pictures there with impunity.

There were no such signs at the CN

roundhouse and yards that I remember. As long as I checked in at the foreman's office first and let them know I was there, I had no problems. I was even allowed to wander around inside the roundhouse, and I was not bothered as long as I stayed out of the way and conducted myself properly. One of the benefits of visiting the CN roundhouse was seeing the wide variety of power serviced and dispatched out of it. Besides the GT 0-6-0's and CN 0-8-0's, it hosted CN 2-8-0's, 2-8-2's, 4-6-2's, 4-8-2's, and 4-8-4's, along with an occasional 2-10-2 and 4-6-4!

Even though I was able to take plenty of pictures of CN engines, my heart was set on the steam locomotives over at the Michigan Central roundhouse nearby. But because of that sign, I settled for

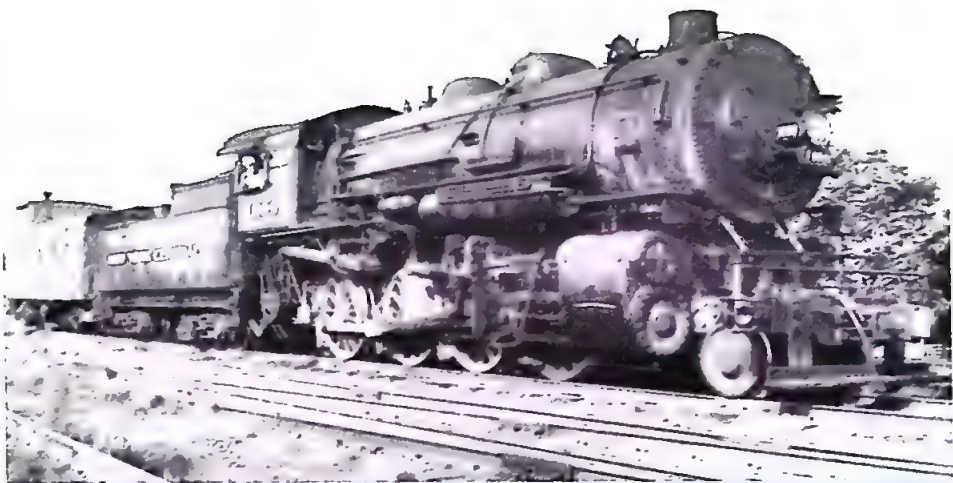
brought out of the roundhouse so I could take pictures of it on the turntable. On the way home, I asked him about the NO TRESPASSING sign. He explained that they didn't want strangers wandering around on the property, but because I was not a stranger any more, I was welcome to visit as often as I liked. My sister Ruth sure had connections—once again she came through for me, and I would never forget it!

Sometime during my day with Mr. Smith, he asked me if I had ever been to the MC roundhouse at Montrose Yard in Niagara Falls, Ont. My answer was "no." He said he would not be able to take me there because of his schedule, but he gave me directions and told me whom to see if I ever wanted to go there to take pictures.

The week after my visit to Victoria Yard with Mr. Smith, I began my sophomore year in high school. Schoolwork and my paper route prevented me from venturing to Montrose Yard until January 1956, although I did make it to Black Rock and Victoria on a couple of occasions before the end of '55. I had reached my 16th birthday in late December, which ended the underage border-crossing problem for good. The winter had been relatively mild, with just a trace of snow on the ground, making a daylong, 50-mile round-trip bike ride to Niagara Falls feasible.

On January 14, I set out for Montrose with great expectations, but halfway there I got a flat tire and lost an hour at a gas station getting it fixed. As soon as I crossed the border into Canada over the Whirlpool Rapids Bridge, I was treated to a big surprise. Canadian National's passenger station and roundhouse were only about 500 yards from the bridge, and there were CN locomotives everywhere: 0-6-0's, 0-8-0's, 2-8-0's, 2-8-2's, 4-6-2's, 4-8-2's, and 4-8-4's. I stayed for about an hour snapping away, then resumed my ride to Montrose Yard, my main objective, still about 3 miles away.

I found Montrose without any trouble and checked in with the roundhouse foreman. He cautioned me on several points and then gave me the run of the place. Almost immediately I caught engine 2032, a class H-7d Mikado, being serviced alongside the roundhouse. It was fortunate that I got a good picture, because she was retired the following month. I also photographed several of the class U-2 0-8-0 switchers before



Furminger caught elderly G-6j Consolidation 1199 and a caboose at Black Rock Yard on September 4, 1955. Years after she went to scrap, he acquired one of her builder's plates.

starting on the long bike ride home. Even though I took pictures of only a few MC locomotives, rode more than 50 miles on my bike, and got a flat tire, I considered the day a great success. The CN engines I saw and shot were just a bonus; I would surely go back when the weather got warmer.

I visited Montrose Yard several more times within the year and took many more pictures. I also continued going to Victoria on a regular basis until Michigan Central steam operations ended.

In June 1956 I bought a Kodak Brownie 8mm movie camera, which added a new dimension to my documentation of MC steam operations.

Steam was winding down on MC's Canada Division in February 1957 when I filmed Consolidation 1199, along with 0-8-0's 7507 and 7539, switching at Fort Erie. It was the last time I would ever see any MC locomotives under steam. By the end of April 1957 the fires had been dropped forever on the last of New York Central's "Steam Stepchildren."

Treasured mementos and memories

Several months after the end of steam operations on the Michigan Central's Canada Division, I was checking out the dead locomotives lined up in NYC's Seneca Yard near the Bethlehem Steel plant in Lackawanna, N.Y. Sadly, I found many of the MC engines I had photographed, waiting to be taken inside the plant to be cut up for scrap. Engine 1291, one of the two St. Thomas Ten-Wheelers that I had always wanted to see under steam but never did, was in the group. I was able to rescue the cab cards from several of the locomotives I'd photographed when they were in service.

About 25 years later, I was lucky enough to acquire a builder's plate from Michigan Central 1199, a class G-6j Consolidation built by Alco's Brooks Works in June 1909. This was the last MC 2-8-0 that I took movies of, in February '57. It was also one of the last MC engines to run, lasting until the end of steam operations. ■

More on our Web site

See the movies author Fred Furminger made of the Central's "steam stepchildren" working in and around Buffalo at ClassicTrainsMag.com

Pittsburgh's little-known carfloats



Jack Polaritz collection

Quarrels over rates led a steelmaker to fight P&LE with its own rail-river route

By Ron A. Baraff and Jack Polaritz

When you think of American railroad carfloat operations, New York City certainly comes to mind first, and possibly San Francisco Bay or Detroit next. And yes, Seattle, St. Louis, New Orleans, and Mobile, Ala., were on the list. But Pittsburgh? Yes, Pennsylvania's Steel City, which was the nation's largest inland port, had some. While they hardly rivaled the services in New York Harbor, for a time Pittsburgh was home to at least three freight carfloat operations.

Initially, in the early 1880's the region had a carfloat operation that handled interline traffic between the Pittsburgh & Lake Erie and predecessors of Baltimore & Ohio, across the Monongahela River ("Mon") between Pittsburgh's Hazelwood and South Side neighbor-

hoods. This lasted until P&LE affiliate Pittsburgh, McKeesport & Youghiogeny (the "P-Mickey") completed a bridge over the Mon at Homestead in 1884 that connected B&O's system with P&LE.

The Pressed Steel Car Co. also operated rail carferries between its main plant at McKees Rocks and its facility across the Ohio River. This service was run in conjunction with its inter-plant railroad, the Pittsburgh, Allegheny & McKees Rocks. (When the railroad was formed, Pittsburgh's North Side was the City of Allegheny.) The PA&McKR still operates as a switching road in McKees Rocks, but the ferry service ended in 1931 with the closing of the North Side facility, now the site of the Allegheny County Sanitary Authority's treatment plant.

By far the largest river carfloat operation in Pittsburgh belonged to Jones & Laughlin Steel Corp. ("J&L"), the region's second-biggest steel producer when western Pennsylvania was the steel center of the world. J&L had two

mill complexes in the area: the Pittsburgh Works, which took up both sides of the Monongahela River just upriver from downtown, and downriver, the huge, seven-mile-long Aliquippa Works along the Ohio River's west bank. Both locations were served by P&LE, the larger Aliquippa Works being a captive customer. Almost from Aliquippa's construction in 1906, J&L and P&LE were in constant conflict over freight rates and slow inter-plant rail service between the two huge mills.

A waterborne end run around P&LE

Legal action periodically ensued between the steelmaker and the P&LE. During a particularly bitter battle in 1927, J&L decided to build its own fleet of railroad carfloats to handle traffic between its two facilities via the Monongahela and Ohio rivers. It was a unique situation, in that no other steel manufacturer in the region ever had a local railroad carfloat operation. J&L's, by far the longest of any of the local ferry ser-



Archives Service Center, University of Pittsburgh collection

This October 10, 1934, view of J&L's Aliquippa carfloat dock looks westward, or downriver on the Ohio, adjacent to the Ambridge-West Economy road bridge, which still links Aliquippa and Ambridge. A river-rail transfer facility for steel and pipe was built here after the carfloats quit.

vices, extended over 20 miles and required traveling through locks to circumvent dams.

Barges for the J&L service were fabricated at the company's own boatyards in Pittsburgh. This facility normally built barges for hauling coal, coke, and steel products on the nation's inland waterway system, but was able to modify its standard design at a reasonable cost to accommodate freight cars.

The railroad cars used with the barges were primarily existing interplant equipment, not configured for ICC-governed interchange, which saved the steel company per-diem charges for common-carrier equipment. Jones & Laughlin often had loading scheduling problems when using common-carrier cars that frequently caused it to pay for holding on to the equipment. Using its own cars eliminated the delay expenses. The carfloats hauled cars loaded mainly with semi-finished goods and coke, which carried high freight rates when hauled on the P&LE, so J&L also saved money on shipping charges.

The 200-foot-long barges moved between the Pittsburgh and Aliquippa works in tows, in "mixed" fashion along with bulk loads of coal and coke. (In river transportation lingo, although actually pushed, groups of river barges are called "tows" and the boats that push them are "towboats," not tugboats.) J&L operated an extensive fleet of towboats and barges to haul coal from its company-owned mines on the

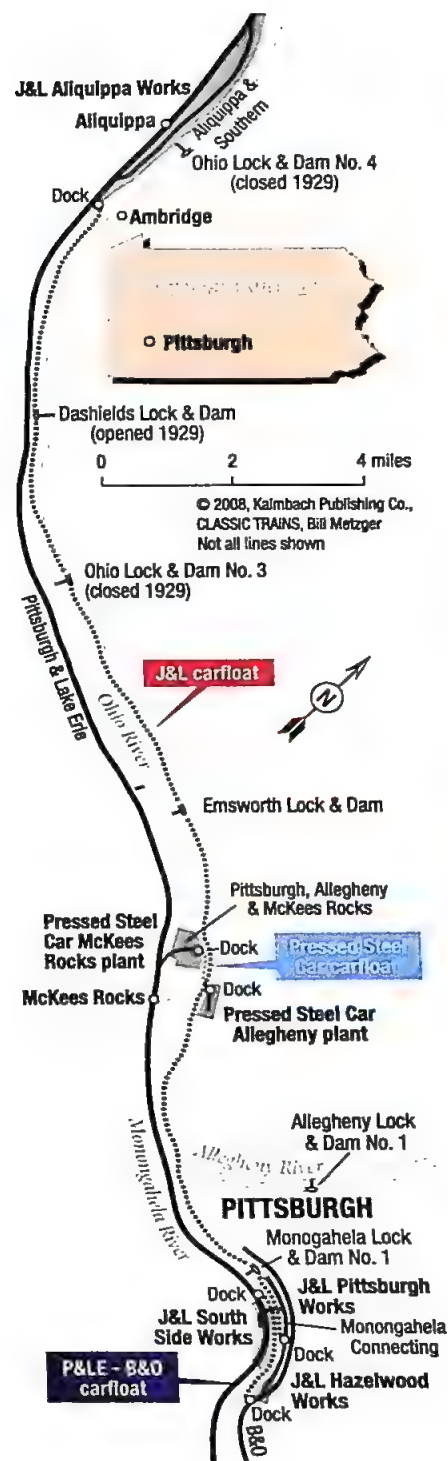
Monongahela River to the Pittsburgh and Aliquippa coke-making facilities. Numerous trips that stopped at both mills were made each day, delivering coal and returning empties, so providing service for the railroad carfloats was no problem.

A dock was established with J&L-owned Monongahela Connecting Railroad ("Mon Con") near the blast furnaces at J&L's Hazelwood facility. The other landing, with J&L's Aliquippa & Southern Railroad, was just upriver from the bridge between Aliquippa and Ambridge, Pa. Both landings included floating docks that allowed the service to function in all but the most extreme flooding conditions.

With J&L's constant river traffic between the two plants, the firm enjoyed better service than P&LE provided, and at a lower price. River runs between the mills may have taken hours, but the timekeeping was better than the sometimes days that the railroad took. The carfloats also took a minimum of time to load and unload, so the river service was quicker than rail.

J&L's carfloats operated from July 1, 1927, until October 31, 1935, ending when a reduction in P&LE's rates made them uneconomical. After the service ended, the barges were converted to a commodity-hauling configuration and placed into J&L's river fleet.

Jones & Laughlin Steel Corp. was merged into the LTV Steel Corp., which eventually shed all its integrated steel

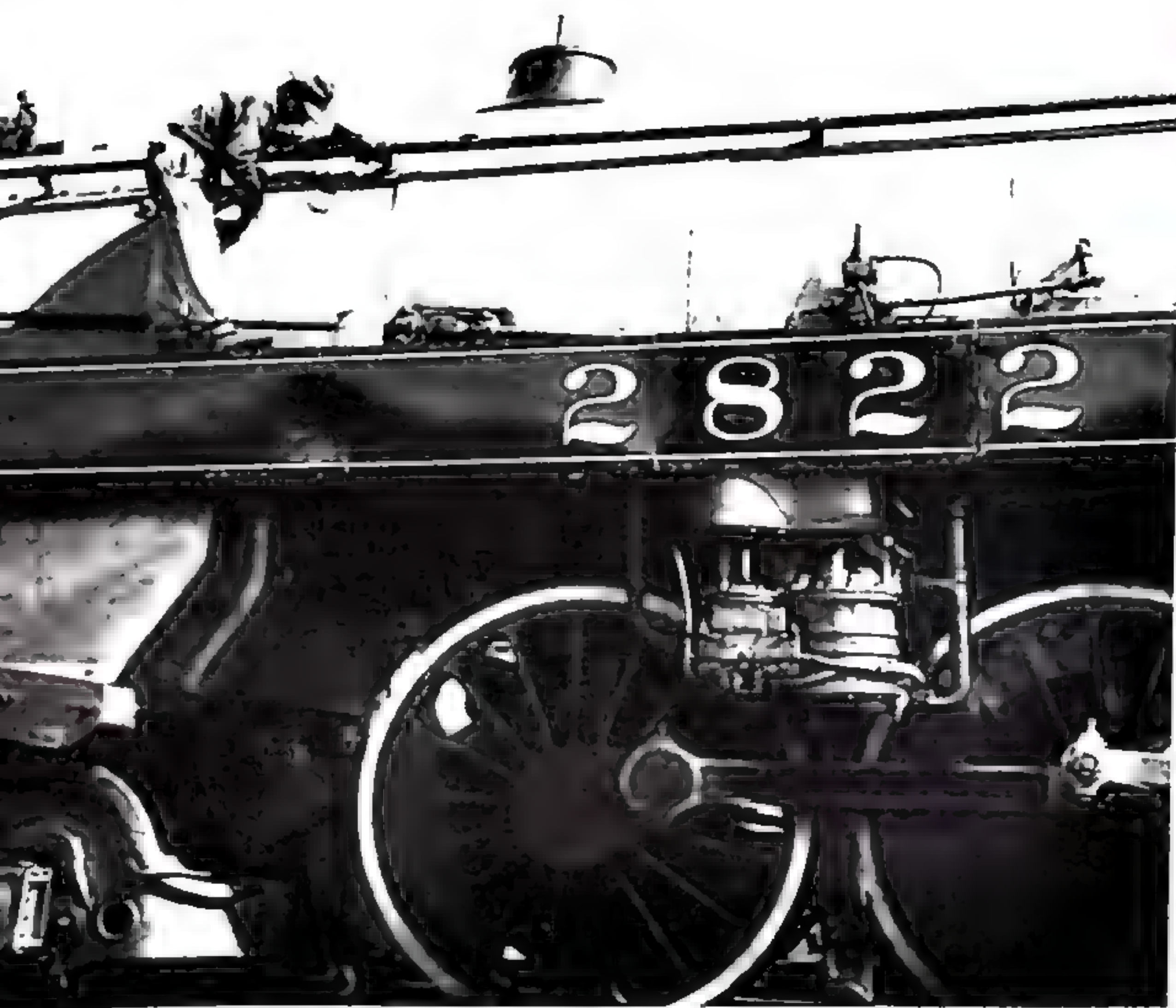


operations in bankruptcy. Both J&L steelmaking facilities in the Pittsburgh area are long abandoned, their places taken by new manufacturing, retail, office, and residential developments. The remaining portions of the Monongahela Connecting are operated by the Allegheny Valley Railroad. The only surviving portion of the ferry operation, a part of the Aliquippa landing, serves as a small rail-to-river transfer facility. It is served by the former Aliquippa & Southern, which now operates as the Aliquippa & Ohio River Railroad. ■

In service to the *Royals*

Even in commuter service, Canadian Pacific's famous Hudsons received the best of care

By Jim Shaughnessy • Photos by the author



In September 1958, when the few steam locomotives still active in North America were generally grimy and rusty, a hostler at The Glen takes time to paint the gunmetal gray boiler jacket of a Royal Hudson.

Every steam locomotive possessed its own air of class. They all were regal, but only a select few—Canadian Pacific's semi-streamlined 4-6-4's—were Royal. I was fortunate enough to become acquainted with these great engines, and the men who cared for them.

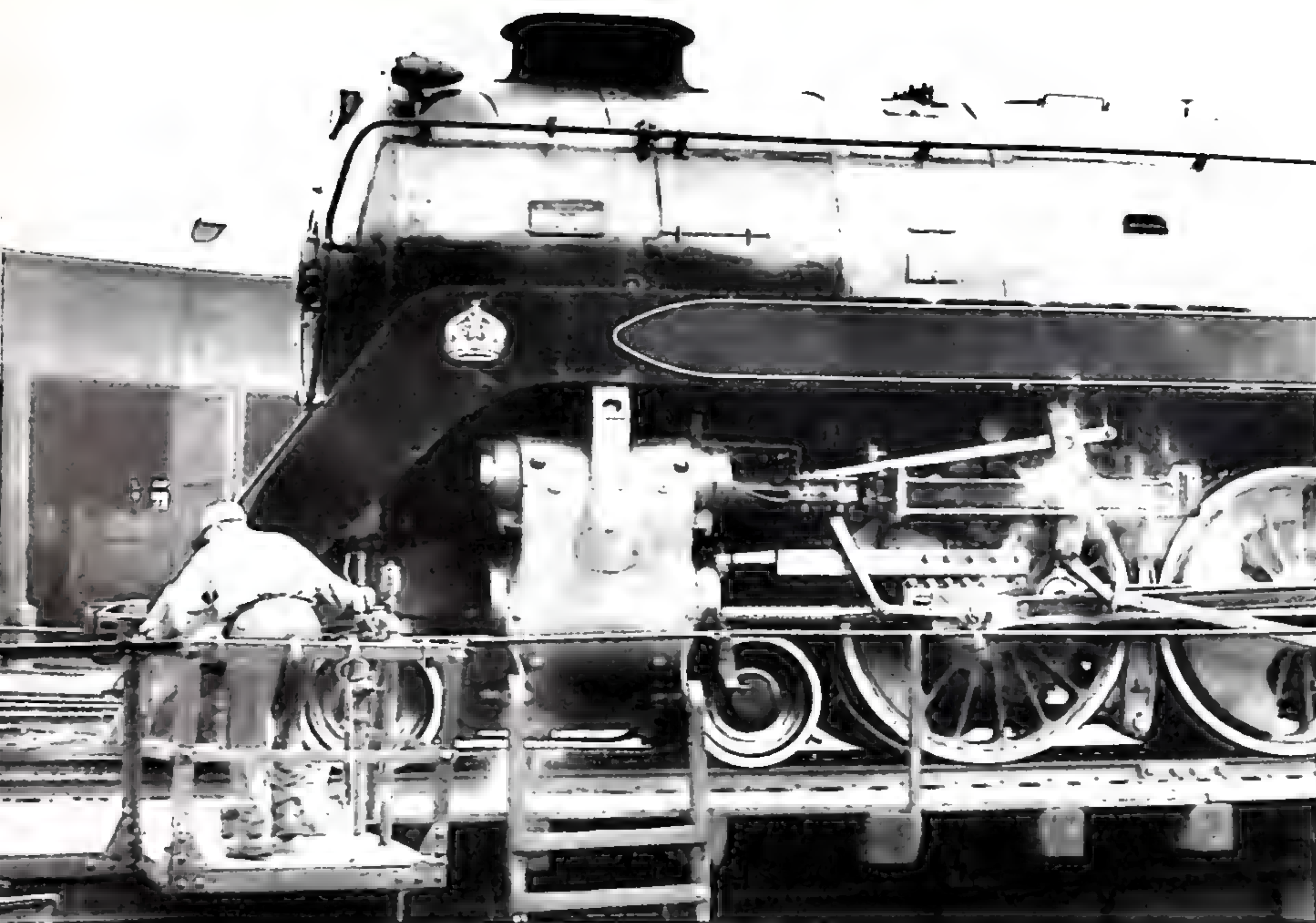
CP's 65 Hudsons were designed by legendary Chief of Motive Power and Rolling Stock Henry Blaine Bowen. The first ones, H1a's 2800-2809 and H1b's 2810-2819 of 1929-30, were superb performers but conventional in appearance. However, the next batch, delivered in 1937 and mechanically similar to the earlier H1's, bore a distinctive, semi-streamlined look that became Bowen's trademark. In addition to their clean, uncluttered styling, these H1c's (Nos. 2820-2849) were finished in black, maroon, gunmetal gray, and gold trim. Nearly identical H1d's 2850-2859 came in 1938, followed by the final five, H1e's 2860-2864, in 1940.

As one of CP's newest passenger engines, in 1939 H1d 2850 was selected to power the Royal Train of King George VI and Queen Elizabeth across Canada. The 2850 wore a special livery for the assignment that included small crowns on each running-board skirt. In the wake of 2850's fine performance on the train, Bowen requested, and received, Royal permission to apply crowns to all 45 streamlined 4-6-4's, which became known as Royal Hudsons.

In the late 1950's, I made several trips to see Canadian steam operations. One of the last strongholds was CP's Montreal commuter service. With long-haul and intercity passenger trains increasingly in the hands of diesels, many of these local runs were powered by Hudsons, both standard and Royal. For the Royals, especially, this was quite a come-down from the *Dominion* and other limiteds. Nevertheless, these engines were well cared-for during their midday layovers at The Glen, CP's passenger engine terminal 2 miles west of Montreal's Windsor Station. I spent many satisfying hours witnessing the daily ritual of servicing the Royals.

H1c 2826 is just off a run from Ottawa, Ont., as she heads for the roundhouse at The Glen in January 1955. Copious clouds of steam in the air hint at the temperature: 5 degrees below zero Fahrenheit.



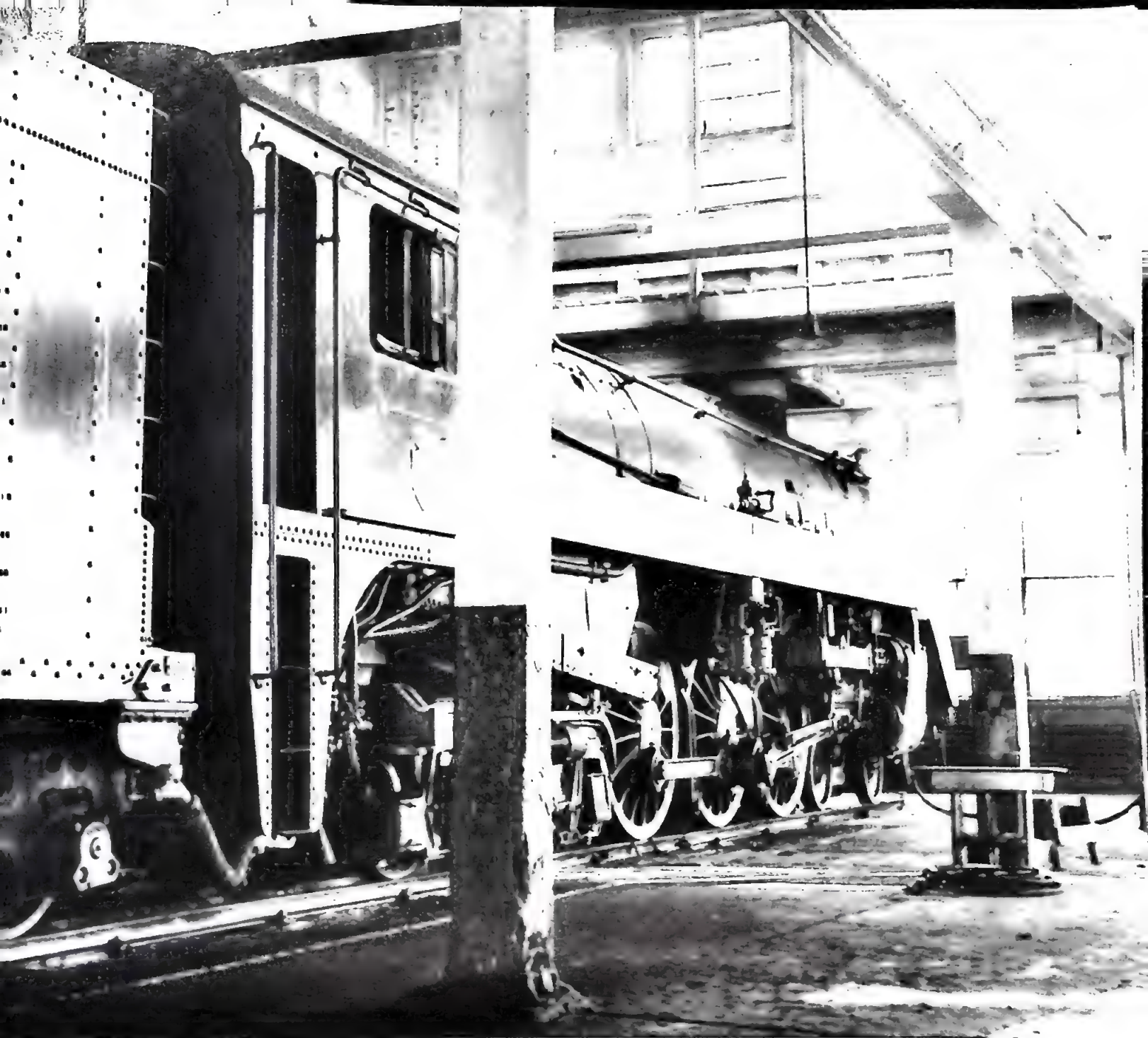


Enjoying a warmer day than the one she endured in the photo on the previous page, Royal Hudson 2826 rides the turntable at The Glen. On this date—April 27, 1957—she's working Montreal commuter trains.



Another April 27 view of No. 2826 shows a hostler moving her around The Glen. The big "steering wheel" is in fact the control for the engine's air-operated screw-type reverse, common on newer CP power.





Inside The Glen's roundhouse on September 3, 1958, H1d 2859 dozes between runs. The 1938 Montreal Locomotive Works product was the last of CP's 60 (20 standard, 40 Royal) coal-fired Hudsons; the 5 H1e oil-burners of 1940 brought the fleet to its final total of 65.



H1c 2820—the first of CP's Royal Hudson family—gets some maintenance attention on April 27, 1957. Three holes and a faint outline on her running-board skirt mark the location of a missing crown.



Three views of H1c 2828 at The Glen show some of the rituals of steam-locomotive servicing. Above, on April 27, 1957, a hostler gives the 4-6-4's running gear a good cleaning with scalding-hot water.

During the 2828's bath, another hostler gets up on the tender to top it off from the water crane. The engine has already been refueled, as evidenced by the high coal pile in her bunker, just barely visible.

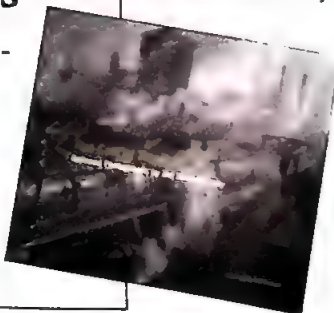




Having finished oiling around, a road engineer climbs into the 2828's cab with his long-spouted oil can. Soon he'll start backing east to Windsor Station, where he'll pick up the afternoon train for Ottawa.

Book features great photos

A 224-page album of Jim Shaughnessy's photographs, *The Call of Trains*, has just been published by W. W. Norton & Co. With text by Jeff Brouws, the book presents 170 of Jim's black-and-white photos, most from the 1950's and '60's era featured in our series "The Shaughnessy Files." Some pictures in this collection are old favorites, others rarely or never before published; all are beautifully reproduced.



Royal restoration

British Columbia's former mainline tour star has found a quieter life at a museum

By Robert S. McGonigal
Photos by Don Evans

Canadian Pacific H1e No. 2860, withdrawn in 1956 after just 17 years in regular service, began a second career in 1974 hauling daily "Royal Hudson Steam Train" excursions each summer over a 40-mile portion of BC Rail main line. Later joined in tourist service by former CP Consolidation 3716, the 4-6-4 was a fixture for 26 years on the twisting, scenic route along Howe Sound between North Vancouver and Squamish, B.C. To promote area tourism, No. 2860 visited the U.S. twice.

Boiler problems sidelined the Hudson in 1999, and a rebuild was slated for 2001-02. However, the Province of British Columbia ended its support for the excursions as a prelude to its sale of BCR to Canadian National, and when the last one ran in 2001, it looked as if the 2860—one of only two Royal Hudsons to operate in the post-steam era—might never run again. (H1c 2839 pulled Southern Railway fan trips during 1979-80; the other surviving Royals are H1d's 2850 and 2858.)

The semi-streamlined beauty might well *not* have steamed again, but for the efforts of the West Coast Railway Association, whose 12-acre Railway Heritage Park lies beside the former BCR main in Squamish. Founded in 1961, WCRA opened the facility in 1994 as a destination theme park that would present the heritage of the railways of British Columbia in an entertaining and educational way. Among the group's 95 pieces of rolling stock is former CP FP7 diesel 4069, which powered the BCR tour trains during

the 2000 and '01 seasons.

When the Province put the 2860 up for disposition, WCRA got to work, and, in partnership with the District of Squamish and support from the Vancouver tourism community, developed a proposal to acquire the engine for restoration and a return to operation. On May 13, 2002, FP7 4069 went to North Vancouver and pulled the 2860 to Squamish. At the Heritage Park, the engine was cleaned, painted, and preserved from further deterioration before going on public display. The Royal Hudson remains provincial property, and is on a long-term (30 years with renewals) lease to Squamish and WCRA. (Consolidation 3716, meanwhile, is on loan to the Kettle Valley Steam Railway.)

The Royal Hudson Preservation Fund commenced in July 2002 accepting donations toward returning the H1e to steam. Directed by former BCR Chief Mechanical Officer Singh Biln, WCRA volunteers, staff, and contractors overhauled the engine. The public unveiling occurred at a September 28, 2006, Grand Steam Up event. The WCRA received the Tourist Railway Association, Inc. 2007 Locomotive Preservation Award in recognition of its work on the 2860.



WCRA has incorporated the 2860 in its Heritage Park logo.



August 30, 2006: After years of work at WCRA's Squamish shop, Royal Hudson 2860 is under steam for the first time in seven years.



April 15, 2007: The 2860 visits White Rock, B.C., for the city's 50th birthday party; she steamed from Squamish over CN and BNSF.



October 16, 2006: The 2860 makes a grand sight posing for her official portrait after restoration by the West Coast Railway Association.

The Royal Hudson hit the main line again on April 15, 2007, with a sold-out excursion (800 passengers) over BNSF Railway to White Rock, B.C., for the city's 50th birthday. Since that trip, the 2860 has been steamed and operated at a variety of events at the Heritage Park.

WCRA is working to get the 2860 out onto the main line again, hopefully in 2009, and also possibly in conjunction

with the 2010 Olympic Winter Games in Vancouver. The group's primary aim, however, is to preserve the locomotive in operating condition for future generations. No. 2860 is on exhibit every day at the Heritage Park inside the historic Pacific Great Eastern carshop, and WCRA plans to be able to showcase this icon of Canadian steam for many generations to come. To learn more, visit www.wcra.org. 



August 17, 2007: Steam from 2860's smoke stack, turbogenerator, and cylinder cocks animates the atmosphere at the Heritage Park.



June 27, 2008: The Royal Hudson simmers beside Mac Norris Station during a steam-up event on the West Coast Railway Heritage Park.

Diesels

A 12-state shortline search in 1962 also yielded some Class 1 gems

By R. R. "Dick" Wallin • Photos by the author



En route to New Smyrna Beach, Fla., a southbound Florida East Coast freight (above) provided me a rare Class 1 action shot on the trip. At North Little Rock, a "Holy Grail" for me, MoPac presented, among other goodies, FA's and Baldwin road-switcher 4112.





Spring 1962 brought some changes in my life. I'd been out of college a year, and after an abortive attempt at a railroad career on the Wabash ["Fireman (Almost) for a Week (Almost)," Fall 2002 CLASSIC TRAINS], I'd taken a "real job." I liked central Illinois but didn't want to settle in Decatur, where I'd attended Millikin University, graduating in January 1961.

A job offer in nearby Springfield had turned up shortly after graduation, at a firm now known as Equifax. Although the pay was paltry, about \$300 a month, it had the benefit of being on the road half the time, investigating insurance and other matters. After a year of this, I'd grown weary of the low pay and pressure to increase productivity, and landed a job for about \$100 more a month (big bucks back then!), at Central Illinois Public Service Co. This utility was odd in that it served much of the southern two-thirds of Illinois, but not Springfield, in whose downtown it had its headquarters. Once part of the Insull empire, CIPS had operated several city streetcar and interurban lines; Mattoon City Railway, in fact, was its original name. The financial department job proved stable and I retired from CIPS in 1993 after 31 years.

By 1962 I had decided I wanted a color slide in my collection of at least one locomotive from every railroad (and lettered as such) in my January 1960 *Official Guide*. I traded slides by mail with several railfan photographers around the country, but a lot of the short lines my collection lacked were in the South. A road trip was in order.

I'd had no vacation for a year, so I negotiated with my new CIPS boss for a week off between jobs. The trip almost didn't happen, though. My old boss said I'd be getting a vacation check on my last day, but that day came and he told me that, because of a technicality, I wouldn't get it. Remember, this was in pre-credit card days, when you had to have cash for gas, food, and lodging. During my first year in Springfield, though, I'd begun dating Lorine Batterton, a nice young lady from nearby Petersburg, and she must've trusted me because she bailed me out with a couple of hundred bucks so I could make the trip. I was eternally indebted to her, but it worked out—we got married in 1963 and still are.

On the road at last

After the no-vacation-pay setback, it was early afternoon on Friday, March 30, before I could get out of town. I gassed up my trusty (more on that later) '58 Olds 88 and off I went. I'd mapped out an itinerary targeting many of my missing short lines in the South, but I also had a couple of Class 1 targets. Aside from blue-and-white Missouri-Illinois RS2 No. 62, which I ran across in the dark late afternoon at Sparta, Ill., this first day was just travel. Sparta soon would become

My trusty 1958 Oldsmobile 88, posed by RS1 101 of Frisco subsidiary Alabama, Tennessee & Northern at Hoxie, Ark., would give me trouble down in Mississippi. Frisco had scattered the 11 AT&N RS1's over half its system, so running across this one was serendipitous.



At Jena, La., on Louisiana Midland, EMC-built 206 was lettered for the South Shore. The gem, though, was this 1938 Buick with flanged wheels.



While my car was repaired, I had lots of time to see the sights of Hattiesburg, Miss., like MC 201.



famous as the filming site for the 1967 movie *In the Heat of the Night*, starring Rod Steiger and Sidney Poitier.

Saturday, March 31, dawned bright and clear; this was to be my "Arkansas Day." Although my plan concentrated on short lines, as a Missouri Pacific fan I couldn't ignore MoPac's North Little Rock shop. Having grown up in the St. Louis suburb of Kirkwood, Mo., watching MoPac steam doubleheaders and later a daily parade of Alco FA's, "NLR" was a Holy Grail for me.

En route, I stumbled upon Frisco Alco RS1 No. 101 switching at the MP crossing in Hoxie, Ark. SLSF had 11 of these, all bought by 225-mile Alabama, Tennessee & Northern, which became a Frisco subsidiary in 1948. The RS1's, still with "AT&N" initials, were elusive, by this time being stationed at outposts all over Frisco's eastern lines. At Searcy, 70 miles down the road, I hoped to bag the 5.5-mile Doniphan, Kensett & Searcy, but found it had only a leased SW1, 9005, from parent MoPac. That disappointment was tempered by the arrival at nearby Kensett of a MoPac passenger train with a solid-blue PA on the front.

North Little Rock proved to be all I expected, and more. My visit coincided with a major turning point for MP, as it had just adopted the solid-blue color scheme and begun a renumbering program. Most of the power I saw, though, still was in the classy blue and white: FA's, F7's, Geeps, and two RS3's; both the E3's, 7000 and 7001 (albeit stored); and even one of its four Baldwin DRS-4-4-1500's, 4112. Solid-blue PA 8015 was an exception. I had no photo permit, so

and a Baldwin switcher were highlights, and I also caught a freight with black-widow F's arriving on mid-street main-line trackage. Down at Warren, I hoped to log the Warren & Saline River or the Warren & Ouachita Valley, but found only Rock Island 1013, a 70-ton Whitcomb, apparently used by both short lines but in full RI paint (RI owned the W&OV). My final stop of the day was El Dorado, where El Dorado & Wesson's two green-and-white Alco switchers were inside the shop, but shootable.

Big troubles loom

After a good night's sleep in Monroe, La., I began a sunny April Fool's Day by checking on the Arkansas & Louisiana Missouri, but found only a derelict 4-6-0 and no diesels, which must've been out on the road. A nearby Olin-Mathieson chemical plant was using a leased Illinois Central SW1. I drove on south to tiny Urania, where I hoped to see an even smaller (2 miles) short line, the Natchez, Urania & Ruston, but I could find no trace of it. Fifteen miles farther, though, in Jena, I found what I thought was a Louisiana Midland Winton-engined EMC switcher in bright red and green. Later, a close inspection of my slide revealed small "SS" letters, apparently for South Shore Railway Co., which my *Guide* would later reveal was an intrastate-only carrier in Baton Rouge. The gem at Jena, though, was a classic 1938 Buick railcar, appearing to be still operable.

Heading east, I passed through Ferriday, La., hometown of such notables as Jerry Lee Lewis, Rev. Jimmy Swaggart, and Mickey Gilley. Just across the Mississippi River is Natchez, where I first encountered the Mississippi Central, which with Louisiana Midland advertised the "Natchez Route" as a "connecting link." (Unstated was that they connected via an MP Mississippi River ferry.) One of MC's 10 attractive SW9's was in the yard at this, the western terminus of the 149-mile line. Little did I know that I soon would be getting a lot more familiar with this railroad!

As I headed east, I was passing a car when I heard a *clunk-clunk-clunk* coming from under the center of my car, possibly in the transmission. I tried to convince myself that I'd just hit a rock, which had bounced up and made the noise. Leaving a stoplight in the next town, though, the transmission would not shift into high gear unless I let up completely on the gas. I heard the noise again, and while I'd hoped to make Mobile, Ala., that evening, I decided I better stop in Hattiesburg. By then it was late afternoon, and a Sunday to boot.

'The ship engine'

After I left the Terminal Railway, Alabama State Docks facility in Mobile on April 3, I happened by Gulf, Mobile & Ohio's engine terminal nearby. Ho hum, I thought, I shoot GM&O at home all the time . . . when suddenly there it was—the Ingalls unit!

I'd heard it was kept at Mobile, but that had slipped my mind when I was planning this trip. No. 1900, the only example ever built from a catalogued line of diesels by Ingalls Shipbuilding Co. of nearby Pascagoula, Miss., was in perfect sunlight but behind a pole. I thought I should take a couple of shots and head onward, as the rest of the units on hand—Alco S2's, RS1's, and FA's—were grubby and not well-posed.

Just as I was about to record the 1900 on film, I saw out of the corner of my eye a fellow coming toward me, waving his arms frantically. I clicked a couple of shots, pole or no pole, figuring I was about to get tossed off the property.

Nope. He was the hostler, telling me to wait until he moved the unit so I could get a good picture without the pole in the way! He said his name was Ike McKelvain and that he'd grown up in Meridian,

Miss., and knew rail photographer J. Parker Lamb Jr., whom I also knew. Ike said the Ingalls unit could pull every car in the yard at once. The crews considered it their workhorse, even though its carbody, with the turret cab, did not lend itself to switching work.

Painted in GM&O red and maroon but lettered for the builder as "Ingalls 1500" when built in June 1946 (with builder No. 1501), the unit had an 8-cylinder Superior diesel prime mover rated at 1,500 h.p. Ingalls designated it model 4-S.

Also catalogued in Ingalls' abortive attempt to enter the railroad locomotive market were three other B-B trucked models: 3-S, a 1,000 h.p. turret-cab carbody unit identical to 1900; 16-S, a non-turbocharged 660 h.p. end-cab switcher; and 5-S, a 1,000 h.p. end-cab switcher (the last two comparable to Alco's S3 and S4). The fifth model was 17-A, to be a 2,000 h.p. A1A-A1A passenger cab unit similar to contemporary Baldwin demonstrators that became National of Mexico 6000-6002.

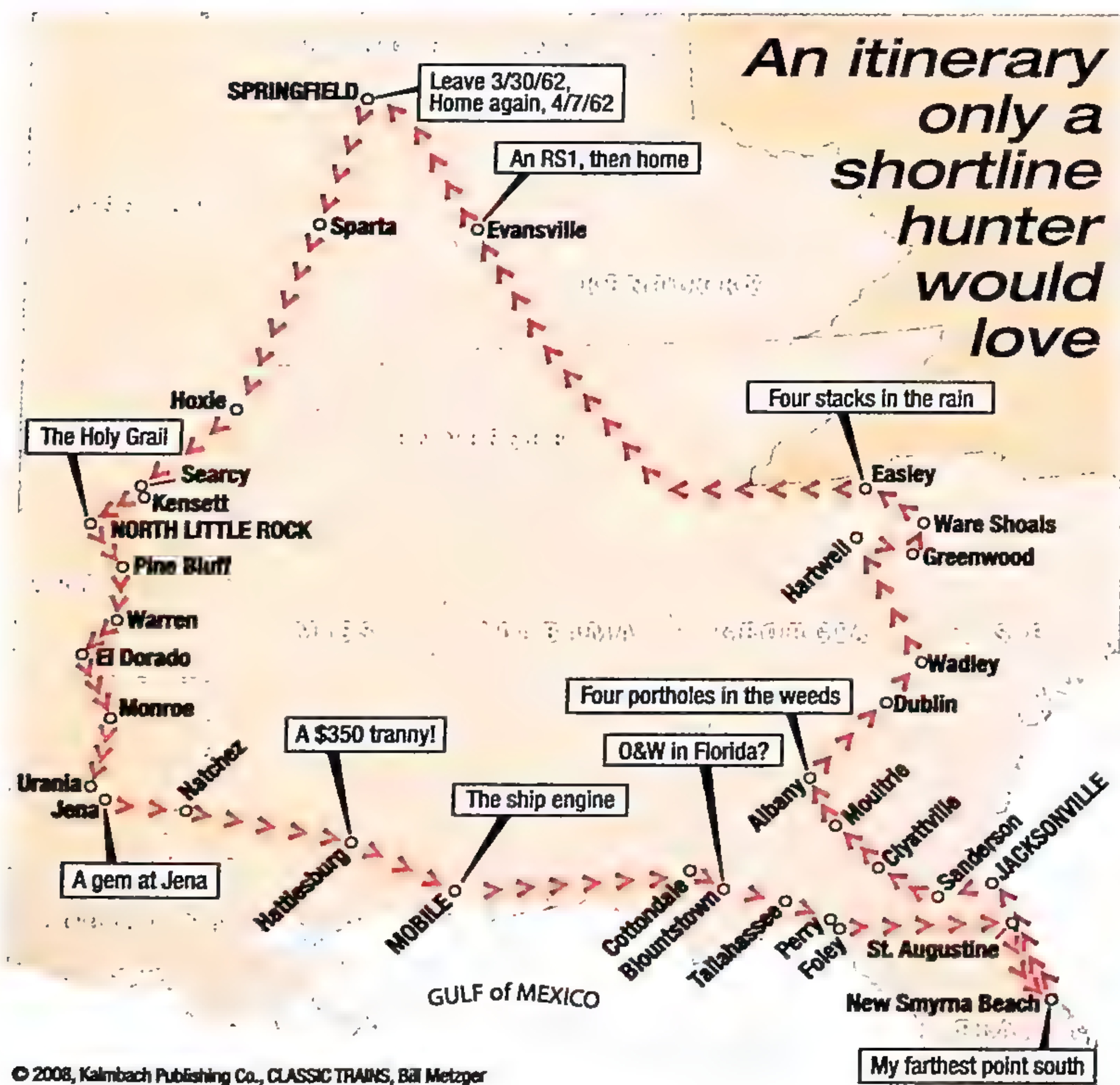
Ingalls built only the one unit, soon sold to GM&O; alas, it was traded-in to EMD in the early 1960's and scrapped.—R. R. "Dick" Wallin and J. David Ingles



Truly one-of-a-kind, Ingalls 4-S 1900 poses in its second GM&O livery for the traveling photographer . . . but not until after a friendly hostler moved it from behind a pole.



In Foley, Fla., I scored a "double dinger": GE 70-tonners of siblings (and Southern affiliates) South Georgia Railway and Live Oak, Perry & Gulf.



After doing some switching, the crew on Marianna & Blountstown's 70-tonner left promptly at 1 p.m. Check out No. 75's pilot!

me. I told him to go ahead, I'd get the money somehow. So I called my dad up in St. Louis, and sure enough, he wired me the needed funds via the local Western Union office. I walked around Hattiesburg while the car was being fixed and shot more of Mississippi Central's black-and-orange SW9's at their shop. Southern had a Georgia Southern & Florida GP7 and an SW7 on hand, but none of this did much for me as I realized I was losing an entire day from a tight schedule. I didn't try to track down the Bonhomie & Hattiesburg Southern because I already had slides of it. After getting my car back, I drove the 85 miles to Mobile for overnight.

Tuesday, April 3, again dawned sunny, but I was depressed about being a day behind schedule. Little did I realize it would be one of the trip's best days. I needed Mobile's switching road, the Terminal Railway of the Alabama State Docks, and soon found some of its 10 Alco S2's and S4's, in a dark blue scheme with orange trim. After my GM&O encounter [previous page], I stopped by the Frisco's facility, which offered a couple of Baldwin VO switchers. I then headed on east.

Decision day

I slept very little that night, and woke up hoping my transmission problems were a bad dream. I drove around a little, and the car shifted fine, but after the transmission fluid warmed up, it again would not shift properly. I mulled babying it for the rest of the trip, but realized I'd be in some remote areas and had a couple of thousand miles to go. I considered heading home but decided since I'd come this far, I should go on, if I could get the car looked after.

I ducked into a small eatery and

asked an old gentleman if he could recommend a garage. He did so, and yes, they could probably take care of it. They had the transmission pulled in a half hour and took it into a locked room. After a nail-biting couple of hours, the mechanic came out with a solemn look on his face and a handful of greasy, broken-up parts. He mentioned a lot of component names I'd never heard of and then said he could get me back on the road that afternoon . . . for \$350!

Back then, that was a lot of money, not to mention \$100 more than I had on



I indeed found all FEC BL2's at St. Augustine, five in shop bays, one outside (602, right), all stored, but all in the beautiful red and yellow.

The sunny Sunshine State

My next sighting was a westbound Louisville & Nashville freight at Cottondale, Fla., with a pair of black F7's. At Blountstown, short line Marianna & Blountstown had a tiny yard that would be a modeler's dream, for it looked like the M&B had never thrown anything away. A rusty 4-6-0 sat in the weeds, along with a GE center-cab and, of all things, an ex-New York, Ontario & Western heater car, made from an FT B unit. The *Official Guide* said M&B's daily train left Blountstown at 1 p.m. for the L&N connection at Marianna, and sure enough, the crew, after doing some switching with orange GE 70-tonner 75, promptly at 1 p.m. gave a couple of horn toots and left with one boxcar and a caboose. Talk about a time freight!

At Tallahassee, I stumbled across a green-and-yellow Seaboard RSC3 on a local but didn't want to waste more time looking around town. At Perry, a Southern RS2 still in green was a nice find, but in nearby Foley, I scored a "double dinger"—m.u.'ed GE 70-tonners of the Live Oak, Perry & Gulf and its affiliate, South Georgia, switching a Buckeye Cellulose plant. That crossed two rail-



At Jacksonville, a Seaboard FA was one highlight I got to shoot before I was asked to leave.





Florida East Coast's "interim" simplified red-and-yellow scheme is little-remarked, for it was soon replaced by solid blue. No. 228 is the last of FEC's eight SW9's (it also had seven SW1200's); 621 is the last of its 15 GP7's.

roads off my list in one photo.

Future CLASSIC TRAINS Senior Editor Dave Ingles, whom I'd met in 1959 and begun trading slides with, had told me that Florida East Coast's BL2's still existed, at St. Augustine, so I overnighted there. Wednesday, April 4 was another clear day, and I soon located the shops. There they were, all six, in FEC's beautiful original red-and-yellow; I had never seen a photo of one in color. The 602 was stored outside, the other five in shop bays. A sign warned of dire consequences for trespassers, so I went to the office and obtained a photo permit, though it specified only BL2 locomotives at St. Augustine.

The shop foreman was the only person on duty and was happy to escort me around. Also in the shop were E3 1002 and E6 1005, both in FEC's new blue. (A subsequent power shortage would put all the BL2's back in service, and they were repainted blue.) There was no engine terminal here, just the shop. New Smyrna Beach, 70 miles south, was the nearest sizable engine terminal, so I headed there, on the way nabbing a rare action shot for this trip, a southbound freight with F7's and Geeps [pages 58-59]. "New Smyrna" had an open-air enginehouse with several turntable tracks. Although blue FP7 573 and GP9's in all three schemes were on hand, the star attraction was stored E6 1004 in the "interim" simplified red-and-yellow.

This was as far south as I had time to go, so I headed up to Jacksonville. As I drove into town, I stumbled across a large Seaboard engine terminal; FT and

JT had nine EMD switchers; NW2 36's striped scheme predates the solid blue of SW900 39.



Moultrie, Ga., offered this consist at the end of a branch of 334-mile Georgia & Florida (Greenwood, S.C., to Valdosta, Ga.), once a Class 1 carrier.

FA units were the highlights I was able to photograph before I got the boot. I went to a nearby office to get a photo permit, but it was closing for the day. At FEC's roundhouse, I made some quick shots of more red-and-yellow units. At the facility of Jacksonville Terminal, the passenger-station switching road, I shot E units of IC, ACL, SAL, and FEC. The station itself was a beehive of activity with ACL and SAL E units on trains and JT's own EMD switchers in different blue-and-orange schemes shuffling around. The sun was about down, so I headed toward Georgia. This had not been a shortline day but was satisfying anyway, since I shot many units I'd never seen before in color.

Georgia on my mind

I stayed overnight in Sanderson, Fla., 40 miles west of Jacksonville on SAL's east-west line, and got up on a cloudy Wednesday, April 5, in time to see, but not shoot, two freights with GP9's meet near the motel. Just inside Georgia at Clyattville, 10 miles south of Valdosta, I caught black Valdosta Southern GE 70-tonner 655 working, and 40 miles up the road, as I entered Moultrie, there parked at the end of a branch was Georgia & Florida SW1 72, in an attractive green-and-yellow scheme. The caboose behind it had an odd bullet-shaped device atop the cupola with a propeller on it, perhaps a generator? Valdosta Southern, incidentally, was created in 1954 in a spin-off from G&F, which itself had just been bought by Southern in Febru-



Georgia Northern FT 4105 called for a chase in the rain, but I never knew about a sister nearby!



Valdosta Southern, a short line only 8 years old, offered yet another GE 70-tonner, black 655.



At Greenwood, S.C., my luck was better than the deteriorating weather as I quickly ran across these two Piedmont & Northern RS3's switching.



Still wearing old Southern green, Ware Shoals 1955 was nicely spotted outside a plant gate.

ary '62, along with the LOP&G, South Georgia, and Carolina & North Western. G&F had been in receivership since 1929—surely a record!

Moultrie brought more surprises. It was the ancestral home of twins Georgia Northern and Georgia, Ashburn, Sylvester & Camilla. Like other short lines I had seen, they'd never discarded anything. Apparently active were maroon GAS&C GE 70-tonner 71 and Georgia Northern Baldwin DS4-4-660 172, plus two EMD switchers. Retired equipment

included former Southern streamlined FM motor car *Vulcan* and a 2-8-2.

Happy that I again had nailed two roads in one stop, I headed northwest toward Albany. A weed-grown right of way followed the highway, and soon I saw a headlight and pulled off the road. The train was led by a cab unit, and as it got closer—holy cow, I saw four port-holes! Yes, it was a real, live FT, Georgia Northern 4105. Obviously of Southern heritage, it wore the short lines' maroon and white. Despite a smattering of rain,

this called for a U-turn and a chase, although at about 15 mph, the train chased me more than vice versa.

Nowhere in the few railfan publications of the time had I seen word of this FT, and not until after I got home did I learn that the GAS&C also had one! I'd been so busy keeping to my tight schedule that I hadn't bothered to chat with the crews about what else they had.

Albany was next. At the depot, the Florida-bound *Seminole* was due in from Birmingham on the Central of Georgia, and the replacement ACL power was waiting, two E6's bracketing an E8, all black. Nearby, probably for the northbound *Seminole* later, waited a CofG duo of dark-green F3 904 and E7 804 still in blue and gray, which I shot, as well as green CofG Alco S1 No. 4. I couldn't wait for the *Seminole*, though. While in town, I did add a road with an Albany & Northern GE 70-tonner and derelict 2-8-2 No. 9, plus Georgia Northern SW8 801 in an EMD-styled red-and-maroon scheme. The A&N, GaN, and GAS&C were all Pidcock family roads.

My next stop was Dublin, more than 100 miles to the northeast, where leased dark-green CofG Baldwin DS4-4-1000 36 served subsidiary Wrightsville & Tenille. I also saw a large freighthouse lettered MACON DUBLIN & SAVANNAH RR, which threw me for a loop because I did



The last short line on my list for the trip was the Pickens, which offered this four-stack V0660.

not have that road, but the local crew told me MD&S had been taken over by Seaboard a few years back (March 1, 1958, it turned out). Up at Wadley, 40 miles north, sister Louisville & Wadley had CofG's other DS4-4-1000, 37. My last stop in the Peach State was another 100 miles or so north at Hartwell. I inquired in the Hartwell Railway office as to where I might find their engine, and was told, "Right out back." Sure enough, there was solid-black GE 44-tonner No. 2. That night, I had trouble finding lodging as there was a golf tournament going on in nearby Augusta, which only later would I be told was, of course, The Masters.

Homeward bound

I eventually found lodging in a small tourist cabins facility, a throwback to pre-motel days. It was rainy and late, but the place, which probably dated to the 1930's, was cozy and I was happy to get a dry, warm bed.

The weather continued to deteriorate, and Thursday morning it was raining when I pulled into Greenwood, S.C., in search of former interurban Piedmont & Northern. My luck was better than the weather as I found RS3's 1603 and 1607 switching. Up at Ware Shoals, the namesake short line's nice green ex-Southern GE 44-tonner was sitting outside a plant gate. The last short line on my list was the Pickens, and at Easley, S.C., I found its bought-new, four-stack Baldwin VO660 No. 2 at work.

Now it was time to head for home. My only rail photo goal on this final day of Friday, April 7, was to hit the Chicago & Eastern Illinois yard at Evansville, Ind., where Dave Ingles had advised me that its elusive four Alco RS1's were sta-

tioned. I quickly found one, No. 115, and headed for Springfield.

I had traveled about 3,000 miles and passed through 12 states, mostly in good weather. I'd added two dozen short lines to my collection and struck out on only a handful. Aside from the car transmission trouble, it was an enjoyable trip, my last such foray as a bachelor. One must remember that 46 years ago, there was precious little diesel information available, especially for short lines. *Railroad Magazine* had Sy Reich's rosters, but by the time they appeared they were often outdated. Jerry Pinkepank's *Extra 2200 South* was in its infancy. But it was more fun to explore the unknown and uncover gems like that FT in Georgia. Today's "techno-railfans" have access to computers with GPS readers that seemingly can pinpoint the exact location of every unit, everywhere, all the time. In 1962 we didn't even dream of such things.

Did I get eventually get every railroad in my January 1960 *Official Guide*? Not quite. I'm embarrassed to admit that one of the few I missed was the St. Louis & Troy, a tiny segment of the former St. Louis & Hannibal, which was only 35 miles from St. Louis!

One final note: My Hattiesburg transmission overhaul did not last long. About eight months after my trip, I traded in the car. On the mid-December night of the trade, it was predicted to hit 22 below zero, so the dealer put my trusty old 88 in the shop for the night. The salesman later told me that when they started it the next morning, the transmission exploded, spewing fluid all over the shop floor. For once in my life, I had impeccable timing! ■

Dick's shortline scorecard

Chronological order, short lines only; Key to photos: L = Equipment was lettered; N = Not lettered; O = No luck at all. Middle column is mileage.

L	172	Missouri-Illinois
L	225	Alabama, Tennessee & Northern
N	5.5	Doniphan, Kensett & Searcy
N	15.6	Warren & Saline River
N	16.0	Warren & Ouachita Valley
L	10.2	El Dorado & Wesson
O	60.9	Arkansas & Louisiana Missouri
O	2.0	Natchez, Urania & Ruston
O	76.0	Louisiana Midland
L	27.8	South Shore
L	149	Mississippi Central
L	44.0	Terminal Railway, Alabama State Docks
L	29.0	Marianna & Blountstown
L	77.4	South Georgia
L	47.0	Live Oak, Perry & Gulf
L	-	Jacksonville Terminal
L	28.0	Valdosta Southern
L	334	Georgia & Florida
L	68.0	Georgia Northern
L	51.1	Georgia, Ashburn, Sylvester & Camilla
L	36.0	Albany & Northern
N	36.3	Wrightsville & Tennille
N	10.0	Louisville & Wadley
L	10.0	Hartwell
L	128	Piedmont & Northern
L	5.0	Ware Shoals
L	9.3	Pickens

Class 1's photographed (in order):

Missouri Pacific
Cotton Belt
Southern
Gulf, Mobile & Ohio
Frisco
Louisville & Nashville
Seaboard Air Line
Florida East Coast
Atlantic Coast Line
Illinois Central
Central of Georgia
Chicago & Eastern Illinois



Two Midwest backshops

Frisco's West Shops at Springfield, Mo.

St. Louis-San Francisco Railway—the Frisco—awarded Arnold Engineering & Construction Co. of Chicago the contract to build West Shops in 1907. The facility opened on July 5, 1909, a couple of miles west of the steam locomotive servicing facility of North Shops. When built, the power house delivered both A.C. and D.C. electricity to the shop buildings—before the city of Springfield had widespread electricity. The power house was easily spotted by the 217-foot-tall smokestack; east of it was a 150-foot water tower. In the 1930's, the erection shop rebuilt three Pacifics with streamlining for the new Kansas City-Oklahoma City *Firefly*, and the coach shop rebuilt some heavyweight cars for it. In the late 1930's, the erection shop rebuilt 34 2-10-2's into 4-8-2's and 10 Pacifics into Hudsons. Several of the Hudsons, two Pacifics, and some Mountains received streamlining in these shops. During World War II, the coach shop converted several coaches into "soldier diners," and later some were converted into business cars. After this March 10, 1946, photo, the Frisco, under President Clark Hungerford, undertook a modernization program. This classification yard was vastly enlarged, a new diesel shop was built, and the backshops became the system's Consolidated Freight-Car Shop. BNSF razed the diesel shop in 2006, but the yard remains in use; the old backshops are leased to Trinity Industries, which builds freight cars here.

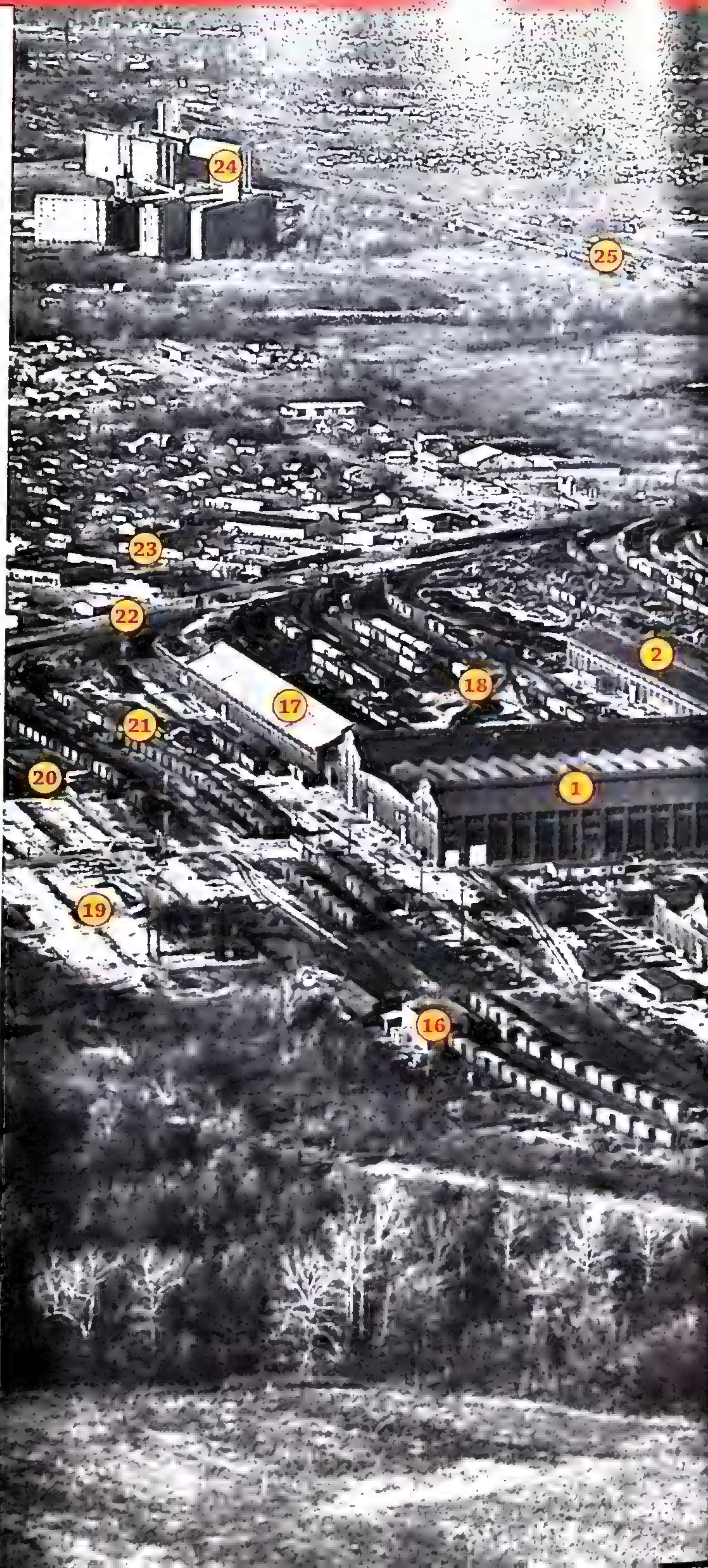
- 1 Machine and erection shop
- 2 Forge shop
- 3 Storehouse
- 4 Power house, smokestack, and water tower
- 5 Boiler shop
- 6 Transfer table
- 7 Paint shop
- 8 Coach shop
- 9 "High line" to Kansas City (branch via Clinton, Mo.)
- 10 Shop lead and "High line"-to-main line connector
- 11 Tie-creosoting yard
- 12 Truck shop (1928)
- 13 Main line to Nichols (K.C. line junction) and Tulsa
- 14 Classification yard
- 15 Future diesel shop site (built 1948-49; razed 2006)
- 16 Freight main line to North Yard area, Memphis line junction, and St. Louis
- 17 Springfield city stockyards
- 18 Division Street
- 19 Atlantic Street
- 20 Kansas Avenue (now an expressway overpass)

The big shops at Beech Grove, Ind.

Six miles southeast of Indianapolis Union Station, in their namesake suburb, sit the sprawling, 65-acre Beech Grove Shops. Built by the Cleveland, Cincinnati, Chicago & St. Louis—the Big Four—during 1906-08, they remained active, to varying degrees, through the New York Central (1923) and Penn Central (1968) eras; Amtrak bought the facility in 1975. The photo, taken on November 24, 1968, looks northwest toward Middle Hill Yard and downtown Indianapolis. At this time, PC was continuing a massive project, begun by NYC in 1965, to rebuild and lengthen old 40-foot boxcars. The shops, which anchored the east end of Hill Yard, were designed as an all-purpose facility, to do major repairs to locomotives, passenger cars, and freight cars. NYC performed diesel work here into the 1960's, but by the time of this photo, PC had moved all such work to Altoona, leaving "the Grove" with only car work. Today, Amtrak employs about 500 people here to repair and rebuild passenger cars and diesels.

- 1 309x578-foot machine and locomotive erecting shop
- 2 Boiler and second tank shop
- 3 Second freight-car paint shop (ca. 1960)
- 4 Offices and Stores Dept.
- 5 Wheel shop
- 6 Power house (with smokestack) and water tower
- 7 Main line, PC Indiana Division, to Cincinnati (right)
- 8 Freight-car repair shop
- 9 Carpenter and woodworking shop, planing mill
- 10 Passenger-car paint and trim shop
- 11 Battery shop
- 12 Flammables storage shed (later seat storage)
- 13 Transfer table and pit
- 14 Coach shop (1930)
- 15 Blacksmith shop (forge)
- 16 Sandblasting and truck inspection
- 17 Old tank shop
- 18 85-foot turntable
- 19 Employee parking lot (gates off Emerson and Garstang avenues, latter not shown, to left)
- 20 Bridges & Buildings Dept. office (made from rear sections of two round-end observation cars)
- 21 Freight-car stripping and reclamation area
- 22 Emerson Avenue
- 23 Beech Grove business district
- 24 Indiana Farm Co-op elevators
- 25 PC Middle Hill yard
- 26 Shop lead track

Photo: Indianapolis Star; William A. Oates; Jay Williams collection. Research: Jay Williams, Bob Elliott and Kevin P. Keefe. Text: Jay Williams





26

7

3

4

5

6

15

14

13

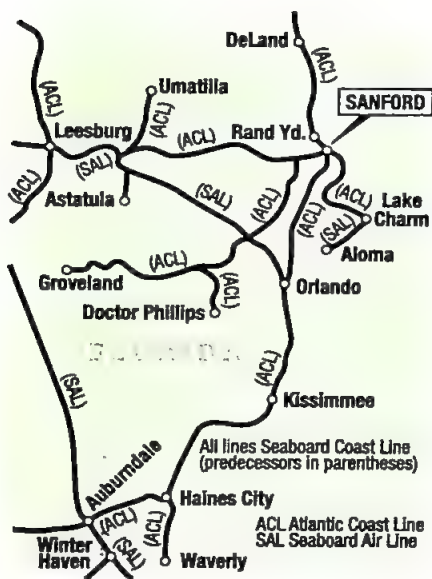
10

11

9

8

12



One day at . . . Sanford, Fla.

By George W. Hamlin • Photos by the author

My wife, Kali, and I had passed through Sanford, Fla., once before, by train aboard Seaboard Coast Line's *South Wind*, in early 1969, en route from Miami to Montgomery, Ala. Now, six years later, we drove into Sanford from Miami, headed home to suburban New York City.

Shortly after we arrived in the early afternoon on Saturday, November 15, 1975, Amtrak 88, the northbound *Champion*, made its Sanford station stop. By this time, Amtrak's "rainbow era" was over, and the equipment all wore the silver livery with red, white, and blue accents. While all the cars were "heritage" postwar equipment acquired from the private railroads in 1971, the motive power—SDP40F 641—was new, although arguably not as pleasing to the eye as the hand-me-down E units it replaced.

Following 88's departure, it was time to head over to SCL's yard to look around. The road still maintained a modest presence at this former Atlantic Coast Line division point 24 miles north

of Orlando. In addition to the main line—the Sanford Subdivision north to Jacksonville, the Lakeland Sub south to Tampa—two branches originated here, the Aloma and Groveland subdivisions to their namesake towns.

The multiple routes required a fair amount of local power, and the two diesel types present on this quiet weekend afternoon, while of similar size, were vastly different in age. Older EMD Geeps represented one end of the spectrum and relatively new GE U18B's the other. All rode on EMD Blomberg trucks, the ones under the GE's being from older EMD units SCL traded in.

Now it was time for the main event. What had brought us into Sanford was our reservation on the northbound *Auto-Train*, which would take us and our car to Lorton, Va., leaving us a relatively short drive home. I had called Auto-Train Corp. in advance to arrange for a pre-boarding tour of its Sanford facility, which was just northeast of the SCL/Amtrak station, and A-T was happy to accommodate my request.





It's November 15, 1975, at Sanford. Amtrak 88, the northbound *Champion*, stops at the fueling racks at the north end of the former Atlantic Coast Line passenger-station platform (top), then proceeds north (above), 10 cars trailing the lone SDP40F. Auto-Train's facility is visible to northeast of the Seaboard Coast Line main. At the nearby SCL engine facility, west of the main, we found several local units parked, including "baby boat" GE U18B's 379 and 344, and 361 with GP7 764.



U36B 4007, one of Auto-Train's 13, all built to SCL specifications (including Blomberg trucks off old EMD's) keeps company with Baldwin V01000 624, ex-Western Pacific 581, in the shop.



In the carshop on our visit were an ex-Union Pacific dome, at right, and what apparently was a car from a former ACL twin-unit diner set, originally Chesapeake & Ohio, being repainted.



Baldwin V01000 622, hale and hearty at nearly age 31, shuffles passenger cars just to the east of the passenger-loading platform. The switcher was built in 1944 for the U.S. Navy.

I had read Jim Weir's A-T article in the December 1974 *TRAINS* magazine and so was somewhat familiar with the operation and equipment. As was the case with Hediger's ride south, today's inbound *Auto-Train* had arrived late, so the road diesels would return north without being washed. The passenger cars, however, virtually glowed. A-T's striking livery was a very 1970's combination of purple, red, and white (including purple trucks!).

I was escorted around the working side of the facility, and was able to photograph a lot of equipment, including former Western Pacific *California Zephyr* dome coaches that were not in service. We also went through the servicing and shop facilities, and I got a look at one car of a former Atlantic Coast Line twin-unit dining-car set, of Chesapeake & Ohio heritage, being repainted for A-T service.

After the tour, there were still plenty of photos to be had, in fine afternoon light, as our outbound train was serviced and assembled. Domes abounded, of course; we would ride in A-T 520, a full-length Budd dome built for the Santa Fe. Originally a lounge, it now had coach seating upstairs. Other short domes had come from WP and Union Pacific, including cars built as coaches, diners, and observation lounges. Even a steam fan would find items of interest, as some of A-T's steam-generator cars were rebuilt from locomotive tenders. This was in pre-head-end-power times, of course, and I saw the characteristic white plume of vapor as one such car was being fired up.

Auto-Train's two types of power provided a contrast. Switching was done primarily by four old Baldwins (from Erie, WP, and the Navy), while the road units were A-T's built-new (to SCL specs) GE U36B's, which like SCL's rode on Blomberg trucks.

The U-boats began to assemble the loaded auto carriers, of Canadian National heritage, and eventually paraded past the passenger platform—emitting their guttural chant and noticeable exhaust in the process—with a long string. Soon it was time to board, and then enjoy more Auto-Train hospitality, including dinner in a former UP dome diner. Yes, we had to carry the food there ourselves (from the buffet), but the "pleasant under glass" dining experience, as someone once wrote in *TRAINS*, was enjoyable nonetheless. ■

More on our Web site

View author George Hamlin's consists, car by car, of his northbound *Auto-Train* and Amtrak's *Champion* at www.ClassicTrainsMag.com



Auto-Train Corp. had a *lot* of dome cars—52 from Santa Fe, UP, and WP—in its fleet of 88 passenger cars. “Maxi-dome” coach 807 (above), one of 31, is ex-UP 7011, while the full-length domes in the distance are ex-Santa Fe. We would ride in one, 520, formerly dome lounge 508 but now containing coach seating up top. A-T even offered a hint of steam in the form of heater car 130 (left), converted by the Great Northern from a steam-locomotive tender. Because the inbound *Auto-Train* had arrived late, the three GE U36B road engines (below, pulling ex-Canadian National auto carriers forward so the passenger-carrying cars could be attached behind them) would not be washed before our northbound departure. The cars on our train, though, virtually glowed.



Workin' on the Railroad





Iron men, wooden cars

Up in Minnesota, winter has a nasty habit of arriving early, even in the southern part of the state. It certainly did in 1952, when at Kiester, 2 miles north of the Iowa state line, there was snow on the ground and the temperature was 17 degrees below zero on the day after Thanksgiving. Yesterday's turkey dinner must seem a distant memory for these two Chicago & North Western freight crewmen, pictured exchanging cabooses in the frigid conditions. According to the photographer, the air was made even bluer by all the cussing that accompanied the operation. No wonder: In the days before Thinsulate and Gore-Tex, the men's only defenses from the cold were flannel and wool—and the coal stoves inside their old wooden waycars.

Racing south on the *Southern Belle*

A veteran KCS hogger vowed to make a cab visitor "scared to death" as he made up time to Shreveport



Back in 1968, when I first hired out on the Kansas City Southern Railway, I bid on and was assigned to the "second trick" operator's position at De Queen, Ark. By that time, passenger service on the KCS had been reduced to one train each way a day. Nos. 15 and 16, the old *Flying Crow*, had been discontinued in March 1968, leaving only trains 1 and 2, the Kansas City-New Orleans *Southern Belle*.

I met a rather interesting gentleman who was the regular engineer on the *Belle* between De Queen and Shreveport, La., a short, feisty man named Earl Seagraves. Earl was quite a colorful character, witty, and a very good engineer. I used to call Earl for the southbound *Belle*, and if it were a little late—say, 30 minutes or so—he would always say, "I'll take her in on time." He would virtually run the wheels off the train to get it into Shreveport on time.

In those days, the KCS's main line was in pretty bad shape, with slow orders and speed restrictions all over the place. The maximum authorized speed on Earl's segment, the Fifth Subdivision, was 70 mph for passenger trains.

The scheduled running time for the *Belle* from De Queen to Shreveport was 2 hours 40 minutes, including a 20-minute stop at Texarkana Union Station to load passengers and set out a car of mail. Also, there were flag stops at Neal Springs and Ashdown, Ark., and Vivian, La. It was a tight schedule for a 128.4-mile run. The *Belle* had to keep up speed to stay on time.

Earl knew I was a railfan and would often tease me with an offer of a cab ride, which, he guaranteed, would "scare you to death." I always wanted to take him up on his offer, but never seemed to have time or get around to it, until one September evening in 1969.

I knew the *Belle's* days were numbered. A public hearing with the Interstate Commerce Commission regarding its discontinuance was to be held in a few days. It didn't look good.

On one of my rest days, I was eating supper Aud's Café in De Queen. Earl came in to get his coffee bottle filled up. He was called for No. 1, which was running 15 minutes late. He looked at me and said, "What are you up to?" I said, "Nothing." He said, "Well, come with me tonight and I'll give you a ride that will scare you to death." Knowing the *Belle* would probably soon be gone, I took him up on his offer. I tossed my car keys to a brakeman friend of mine and asked him to pick me up at Ashdown.

I followed Earl down to the depot for my first-ever passenger train cab ride. We walked into the register room. The fireman was already there waiting on us. Earl registered out, picked up and



J. David Ingles

read his train orders, then handed them to his fireman to read. The operator told Earl that the *Belle* had fallen further behind schedule. Earl said "I'll still take her in on time." Then he winked at me.

It wasn't long until I heard the *Belle* whistling for Buddy Robinson Road at the north end of the yard. Earl picked up his bag and headed out the door to the platform, with his fireman and me right behind. We were joined by the carman, who was there to ice the engine. We all walked down toward the end of the platform at Stilwell Avenue to mount the engine when the train came to a stop.

Soon the oscillating headlight of the lead E unit could be seen coming around the curve at the south end of De Queen yard as the *Belle* made her grand entrance, bell ringing amid smoke and red-hot brakeshoes.

The engine crew from Heavener dismounted, exchanged pleasantries and

The *Belle* in flight: KCS E8 No. 26 races north of Heavener, Okla., with the Kansas City-bound *Southern Belle* on December 30, 1962.

engine conditions with Earl, and we all mounted up. Earl slung his bag up into the door of the engine and climbed the ladder with his fireman and me close behind. The carman finished his duties and climbed back down the ladder.

Earl looked at his orders one more time, then pulled a wooden cube out of his grip and placed it in the engine brake to keep it bailed off. He then took a matchstick and stuck it in a hole at the top of the speed recorder. An old hogger's trick, this ensured that the stylus would go up to only 60 mph on the speed tape.

Earl then sat back in the engineer's seat like he was sitting in an easy chair, watching the side mirror for the conductor's signal. The conductor yelled

Books • Videos • DVDs at Great Prices!

www.mcmillanpublications.com

New Books

ALTAMONT PRESS TIMETABLES	
California Region No. 19	\$19.95
Northwest Region No. 8	\$19.95
FOUR WAYS WEST PUBLICATIONS	
Burlington Route Passenger Trains - Vol 2	\$47.95
Western Maryland Color Pictorial - Vol 1 (Nov)	\$47.95
MONTE VISTA PUBLISHING	
Rio Grande - Vol 4 Assorted L Class	\$21.95
Santa Fe 3800 Class 2-10-2 Pictorial - Vol 13	\$21.95
MOTOR BOOKS INTERNATIONAL	
Railroad Color History Series - C&NW	\$31.95
MORNING SUN BOOKS	
C&O Facilities in Color - Vol 1	\$47.95
C&NW Color Guide Frt/Pass Eq - Vol 1	\$47.95
C&NW Color Guide Frt/Pass Eq - Vol 2 (Nov)	\$47.95
Northern Pacific in Color - Vol 2	\$47.95
Penn Central in Color - Vol 1	(Nov) \$47.95
PRR Facilities - Vol 1	\$47.95
Trackside Around East Ohio 1965-1995 (Nov)	\$47.95
Trackside Around Georgia 1968-1970	\$47.95
SIGNATURE PRESS	
Key System Streetcars	\$59.95
Texas & New Orleans (SP in TX and LA) ...	\$59.95
Billboard Refrigerator Cars	\$50.00
SOUTHERN PACIFIC HIST & TECHNICAL SOC	
Southern Pacific Passenger Cars-Vols 2 & 3 ea.	\$99.95
Southern Pacific Water Lines	\$50.00
UNIVERSITY OF NEVADA PRESS	
Railroads of Nevada & E California - Vol 3	\$55.00

New DVDs

C VISION PRODUCTIONS	
The Milwaukee Road in the Midwest - Vol 1 ...	\$23.95
The Milwaukee Road in the Midwest - Vol 2 ...	\$23.95
HIGHBALL PRODUCTIONS	
Hot Spots 21 - Marshall Canyon	\$19.95
Rails to the Sunshine-The FEC (widescreen) ..	\$19.95
Rocky Mountain Winter (BC) (widescreen)	\$29.95
Winter on the Arizona Divide (widescreen)	\$23.95
PENTREX	
Pennsylvania RR Collection Combo	\$23.95
Soldier Summit Assault	\$23.95
San Francisco Bay Area Rails	\$23.95
Sunrise/Sunset - Vol 4: Fullerton, Calif.	\$23.95
The Ultimate Beaumont Hill	\$31.95
PLETS EXPRESS	
Florida East Coast	\$29.95
Trains of the Indiana Railroad	\$29.95
RAILWAY PRODUCTIONS	
BNSF's Arizona Divide	\$19.95
Kicking Horse Pass (CP)	\$19.95
Utah's Incredible Soldier Summit (widescreen) ..	\$19.95

Shipping Charges

United States: USPS \$4.75 for first item; \$1 for each additional item. UPS \$10.00 for first item; \$1 for each additional. NOTE: no shipping charge for US orders over \$150 (USPS orders only) when shipped at one time to a single address. Canada and International: \$10 (Canada \$8) for first item; \$2 for each additional item when shipped to a single address and parcel is less than 4 pounds. Shipments over 4 pounds will be charged at actual rate plus \$3. Airmail: actual cost plus \$3.

US and Canadian Credit Card Orders: (800) 344-1106

Information: (303) 456-4564 • Fax: (303) 456-2049

Email: macpublnc@AOL.com

McMILLAN PUBLICATIONS, INC.

9968 West 70th Place

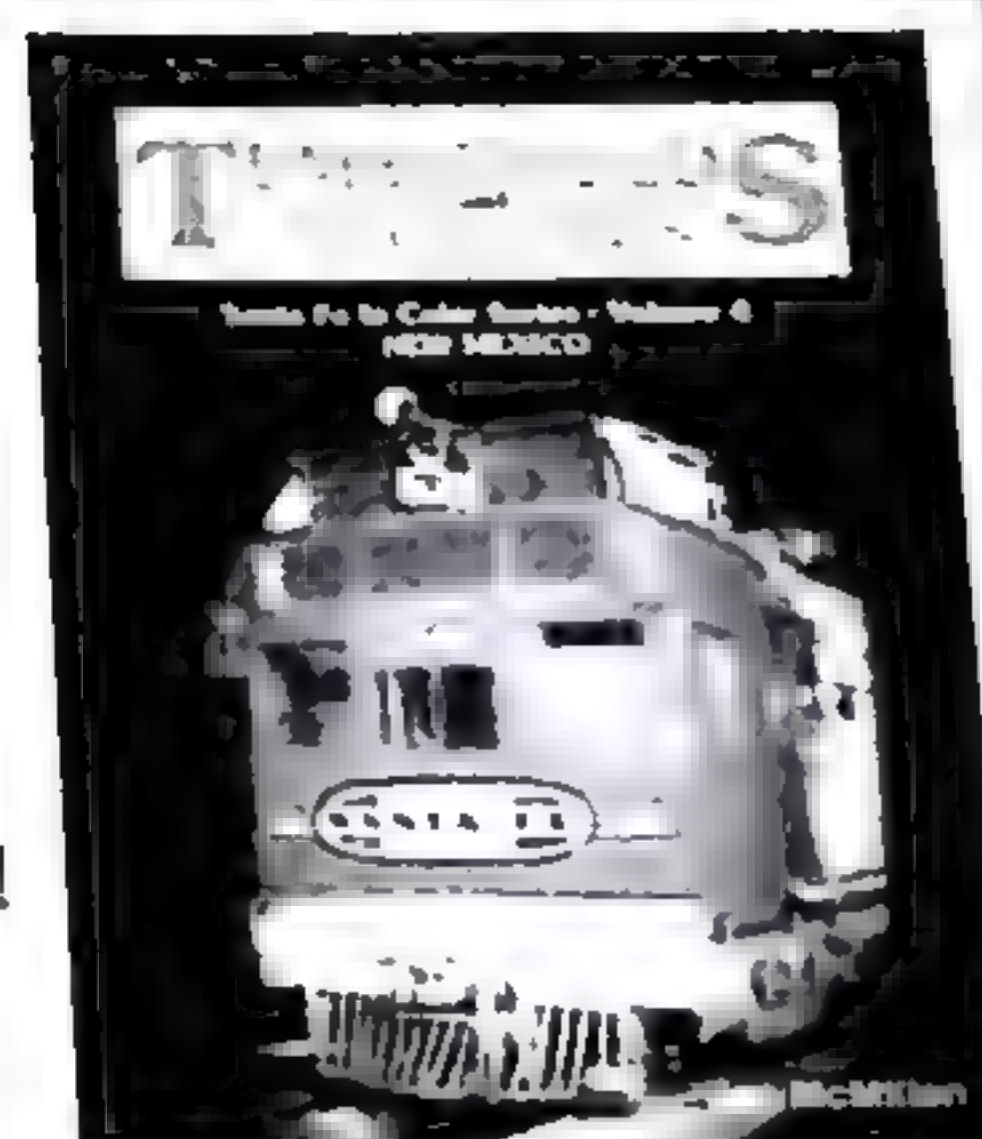
Arvada, Colorado 80004-1622

Colorado Residents add 4.50% Sales Tax

Visit our web site: www.mcmillanpublications.com

*New
Book!*

In Stock Now!



McMillan Publications is proud to announce the publication of ...

TUMBLEWEEDS AND FAST FREIGHTS, Volume 4 in the Santa Fe in Color Series. Authored by Joe McMillan, this informative book features the last three decades (1965-1995) of the Santa Fe Railway in the State of New Mexico.

248 Pages • Over 400 Color Photographs • Hardcover

Price \$69.95 plus shipping
(See Shipping Charges above)

**WATCH
REPAIR**
& Restoration

Specializing in
mechanical
high grade &
Vintage
watches

- Railroad
- Wrist & Pocket
- CALL About Vintage
Railroad Watch Sales

(717) 653-9799
www.equationoftime.com

2009 RAILROAD TOUR ADVENTURES FOR RAILFANS

VISIT OUR WEBSITE FOR DETAILS

www.trainsunlimitedtours.com

VALENTINE SNOWFLAKE EXPRESS	February 14-15
WESTERN MARYLAND WINTER PHOTO FREIGHT	February 14-15
ARIZONA EXPLORER	March 2-3
CENTRAL COAST WINE EXPRESS	March 28-29
AUSTRALIAN RAIL EXPLORER	April 2-25
NEW ORLEANS AND CAJUNS EXPRESS	April 15-24
DOMES TO SAN DIEGO	April 25
LA VETA EXPRESS PHOTO FREIGHT	May 2-3
SIERRA MADRE EXPRESS	May 4-11, Aug 27-Sep 3, Sep 3-10, Nov 5-12
SEATTLE, VICTORIA AND NORTHWEST EXPRESS	May 8-14
DOMES OVER DONNER	May 23-25
WEST VIRGINIA EXPRESS	May 23-24
WEST VIRGINIA AND DURBIN EXPRESS	May 24
DENVER AND ROCKIES EXPRESS	June 5-11
COAST TO COAST EXPRESS EASTBOUND	July 2-9
COAST TO COAST EXPRESS WESTBOUND	July 10-18
IN&P IDAHO EXPLORER	June 19-20
SANTA FE AND TAOS EXPRESS	August 9-15
DOMES TO RAILROAD DAYS	August 21-23
ANDES RAIL ADVENTURE	August 22-30
PORTLAND-SEATTLE GLACIER EXPRESS	September 1-11
STEAM IN THE ANDES	September 5-17
SWISS RAIL ADVENTURE	September 19-Oct 4
FALL COLORS EXPRESS TO DENVER	September 26-Oct 2
NEW ENGLAND FALL COLORS EXPRESS	October 3-11
GRAND CANYON FLYER	October 16-17
JAPAN RAILWAY EXPLORER	October 17-Nov 1
RIO GRANDE SILVERTON MIXED EXPRESS	October 19-20
RIO GRANDE CUMBRES MIXED EXPRESS	October 22-24
LA VETA PASSENGER EXPRESS	October 26
FALL COLORS LA VETA PHOTO FREIGHT	October 27-28
CHRISTMASTIME EXPRESS TO SANTA FE	December 13-18
6 LUXURY PRIVATE RAIL CAR POSITIONING MOVES IN	March-April-August
CALIFORNIA - BAY AREA - LOS ANGELES-BAY AREA	

TRAINS UNLIMITED TOURS

1105 Terminal Way, Suite 111 • Reno, NV 89502 USA
E-mail: tut@PSLN.com

Visit our Web site: www.trainsunlimitedtours.com

1-800 359-4870 USA 1-800 752-1836
CANADA (530) 836-1745
Fax (530) 836-1748

The Way It Was



Mike Condren; J. David Ingles collection

E8 No. 27 and an F3B stand at Sallisaw, Okla., with the southbound *Belle* in December 1962.

"Booaaard!" and waved a highball. Earl whistled off, released the air, opened the throttle, and we were off to the races.

It is a half mile from the De Queen depot to the De Queen & Eastern crossing. Earl hit the diamond at 60 mph—*plakita-plakita-plakita!* Down through the Arkansas Piney Woods we went in the September dusk. I looked up at the speed recorder and saw the needle was rocking back and forth around 80 mph.

Earl made his first service brake application for the curve at Neal Springs. We went around it and over the Highway 41 crossing at 60 mph. We straightened out and headed into the Little River Bottoms. Earl opened her up again as we whooshed across Little River Bridge and on toward Winthrop, the oscillating headlight beam bouncing off the tall pine trees along the right of way in the evening darkness.

Down through Winthrop we shot like, as the song says, "a rocket sled on rails." Earl pulled on the whistle cord, sounding the melodious passenger air horn as we passed the recently closed depot at Winthrop. We shot across the south switch at Winthrop at between 80 and 85 mph. Earl sat back in the engineer's seat, folded his arms across

his chest and said, "I love it."

Down over Flat Creek and up Lipton Hill we flew, whistle screaming for the crossings in Allene, then on down through the hogbacks toward Wilton. As we approached Wilton, Earl made his second service application for the curve at the north end of the passing track. I looked back and there were rings of fire beneath the coaches. Again Earl opened up the throttle. We went across the south switch at 85 mph. We were passing cars on Highway 71 like they were standing still.

We popped around the curve just north of Ashdown. Earl set his brakes just north of the Frisco crossing, and set her down right in front of the depot.

I climbed down the cab ladder in a cloud of brakeshoe smoke. In an instant, Earl whistled off and pulled out of the station. His conductor, Poco Merideth, was standing at a Dutch door of a coach and waved as he flew by. Then all I saw was the red marker light on the cafe-observation car disappear into the Arkansas darkness.

My brakeman friend was waiting for me as I crossed the tracks. Still lingering were the odors of diesel exhaust and red-hot brake shoes.

Alas, less than 60 days later the *Southern Belle* was gone for good, discontinued like so many other great passenger trains.

Oh, by the way, I checked. After I got off at Ashdown, Earl took her into Shreveport on time that night.

—Philip L. Moseley



Read more about high-speed runs in *FAST TRAINS*, on sale November 18, or order from ClassicTrainsMag.com.

Catching the Gulf Wind

For a nine-year-old Florida boy in 1952, a train trip to Jacksonville was a thrilling event

I don't know how my fascination for trains began, but ever since I could remember, I had been drawn to their mystique. I like tracks, switches, sidings, and depots. I like everything associated with trains. So, in November 1952, when my father came home one day and announced we were going to the University of Georgia vs. University of Florida football game on the *Gulf Wind*, I was beside myself.

For a nine-year-old train buff, this first ride seemed like the trip of a lifetime. My aunt and uncle lived in Jacksonville, and we would stay with them. My uncle would meet us at the station

I just couldn't wait in the car. I had to stand outside and try to hear the *Gulf Wind* coming.

on Saturday morning and take us back to the station on Sunday afternoon for our trip back home.

The Georgia-Florida game took place on the first Saturday of November in Jacksonville for as long as I could remember. My father had played for Florida in the game in the early 1930's and had missed the contest only while in the service during World War II.

The *Gulf Wind* was an overnight Louisville & Nashville train that connected with the Southern Pacific's *Sunset Limited* at New Orleans. The *Wind* ran on the L&N from New Orleans to Chattahoochee, Fla., 45 miles west of Tallahassee; between Chattahoochee and Jacksonville, it used Seaboard Air Line tracks.

The stop closest to our house was Drifton, Fla., a small Panhandle town located on the Seaboard 25 miles east

-COLORADO RAILROAD MUSEUM- THE COLORADO NARROW GAUGE GIFT AUTHORITY

Get your holiday shopping
on track with the
COLORADO RAILROAD MUSEUM



Colorado
RAILROAD
Museum

Lose track of time.

CATALOG OF GIFTS

featuring unique railroad
merchandise and books.

ColoradoRAILROADMuseum.org

303-279-4591 or 800-365-6263

17155 W. 44th Avenue, Golden Colorado 80403



Chiefs of the Santa Fe
Includes 23 extra minutes including the Valley Division

#SF-2, DVD, 58 Min,
Color, Stereo, Maps
\$29.95 + \$5.00 Shipping,
Check, Paypal, M/C or
VISA

A&R Productions
PO Box 492, Kensington, CT 06037-0492
(800) 246-5898
www.classicrailroadvideos.com Bob's Photo

Available from the C&NW Historical Society



The Society has made these adorable stuffed animals available. Both the 9 inch penguin and the 10 inch bear come dressed as a locomotive engineer, complete with overalls and a cap, and a bow tie on the bear. A red, black and white System herald is imprinted on the front of overalls. \$19.95 postpaid, IL residents add \$1.38 tax.

**All Color 2009
C&NW Calendar**
Contains 13 photos
of C&NW diesel
locomotives and trains.
\$12.00 each (includes
s&h) (IL residents
please add .99 cents
tax for each calendar).

**TO ORDER, send a check to
C&NWHS:**

Al Griffin - C&NWHS

P.O. Box 1068

North Riverside, IL 60546

Visit us at www.cnwhs.org

1 YEAR Membership:

Includes 4 issues of the
North Western Lines
magazine, \$32.00 each.

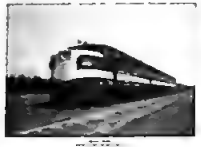
Carl Loucks

...SELLING RAILROAD TIMETABLES
50 Mungertown Rd. #14, Madison, CT 06443

Railroad Employee Timetables, Public
Timetables, Guides, Rule Books, Maps,
Brochures, Trolley, Ship & Bus Items

Catalogue issued monthly for over 30
years. Write, call or email for your free
copy. All items guaranteed original.
Money back if not pleased with any item.

(203) 245-7531 • chloucks@sbcglobal.net



Thunder & High Iron
ARCHIVAL PRINTS

Meticulously prepared and
lithographed in full, rich color
with archival properties for the
serious collector. Printed with fade-resistant
inks on acid-free paper. Self-matted with title and description.

Visit us on the web at www.vanishingvistas.org, or send a SASE for
illustrated information. Overall size 11"x14", image size 8 3/4"x11 3/4".
Price: \$15.95 each plus \$5.00 shipping per order. CA residents add
\$1.16 each sales tax. Remit by check or money order in U.S. funds.

Vanishing Vistas BY RICHARD E. COX
www.vanishingvistas.org
PO Box 1491C • ROCKLIN, CA • 95677-7491 • USA

O. Winston Link Museum

Exhibiting railroad photographs by
Ted Rose Feb 1 - May 9, 2009.

Roanoke, Va



Experience the All-American Railroad

Trains editor David Morgan, so named the NP in 1985

2009 NPRHA
Color Calendar
now available.
Send \$7 each
plus \$1.50 S&H.



NPRHA members receive a calendar plus four
Mainstreet magazines each year. Join
online at www.NPRHA.org, or for details, write:



**Northern Pacific Railway
Historical Association**
2599 East Madison, Seattle, WA 98112

The Way It Was

of Tallahassee, and 138 miles west of Jacksonville. Drifton was a flag stop for the *Gulf Wind*, which was scheduled through eastbound at 6:20 a.m. daily.

My father did not purchase the tickets until Friday afternoon because he was concerned that the station agent would forget to issue stop orders with the Tallahassee agent if he bought the tickets earlier in the week. His ticket cost \$6.40; mine was \$3.20.

On the big day, Mama woke us up at 5:30 a.m. to get us to the station, which was 11 miles south of our house. It was a cold morning for North Florida, as there was a good coating of frost all around and on the old loading platform that was attached to the depot. It was very quiet and still. The sun had not yet begun to break the morning calm.

Being as excited as I was, I could not wait in the car. I had to stand outside and wait along the track and try to hear the *Gulf Wind* coming. Papa would tease me and say stuff like, "I sure hope that they haven't forgotten about us." Finally, about 10 minutes after 7 a.m., the flashing headlights of the E7 diesel locomotive appeared around the distant curve, and my heart began pounding with anticipation.

The conductor brought his vestibule to a stop about 12 feet from where we were standing, dropped the stepbox onto the platform, and welcomed us aboard. Our car was full, but there were two seats left for us. On the back of the seats in front of us, the headrest covers had "L&N" sewn on them.

Dawn was just starting to break over the Florida flat woods as we settled into our seats. It would take about 2 hours and 20 minutes before we would arrive in Jacksonville.

After about 30 minutes, a steward walked through announcing that breakfast was being served in the dining car. After waiting for the train out in the cold morning, we were hungry. We were seated in the diner—a Seaboard car, added to the train at Tallahassee—by the chief steward and given our menu card upon which we were to mark our selections. The tables in the car were immaculate. The silver, china, glasses, and napkins were in perfect order. There was a fresh flower in a silver vase next to the window. This was the first

time I had ever seen a finger bowl, which was also on the table. We filled out our order cards and shortly steaming bacon, eggs, grits, and toast arrived. Papa had a cup of coffee and I settled for a glass of fresh orange juice—from Florida, of course.

About the time we started eating, we crossed the historic Suwannee River. The train slowed to cross the river bridge but soon resumed speed. We slowed again as we went through Live Oak, and made one final stop at Lake City, 60 miles from Jacksonville.

The train had to back into the terminal at Jacksonville. In 1952, Jacksonville was served by the Atlantic Coast Line, Seaboard, Florida East Coast, and the Southern Railway. All trains backed into the station except the FEC's, which went straight past it and crossed the St. Johns River on a bridge that was close to the old Acosta Bridge used by automobile traffic.

There were 26 terminal tracks. We backed in somewhere near the middle. We began walking toward the main terminal along with at least 300 fellow

In the diner, we filled out our order cards, and shortly steaming bacon, eggs, and grits arrived.

passengers. Down at the end of the track near the gate was my Uncle Harlan. He loudly called my father's name, "Leo!" My father answered, "Harlan!" as loud as he could. When the other passengers heard those two shouting, they cheered.

We made it to the game, which began at 2 p.m. I don't remember who won that year, but it was a good game.

My uncle got us back to Jacksonville Terminal for the trip home on Sunday. We departed the station at 5 p.m., and Mama met us when we arrived back at Drifton at 7:20.

We caught the *Gulf Wind* for the next four years for the annual Georgia-Florida game. While each was fun and still exciting, those subsequent trips could not duplicate the thrill of that first ride in November 1952.—Max Bilinski

Dedicated in loving memory to my mother,

Dorothy M. Segal,

For your inspiration and encouragement.

Diane S. Segal

H-8 2-6-6-6 ALLEGHANY

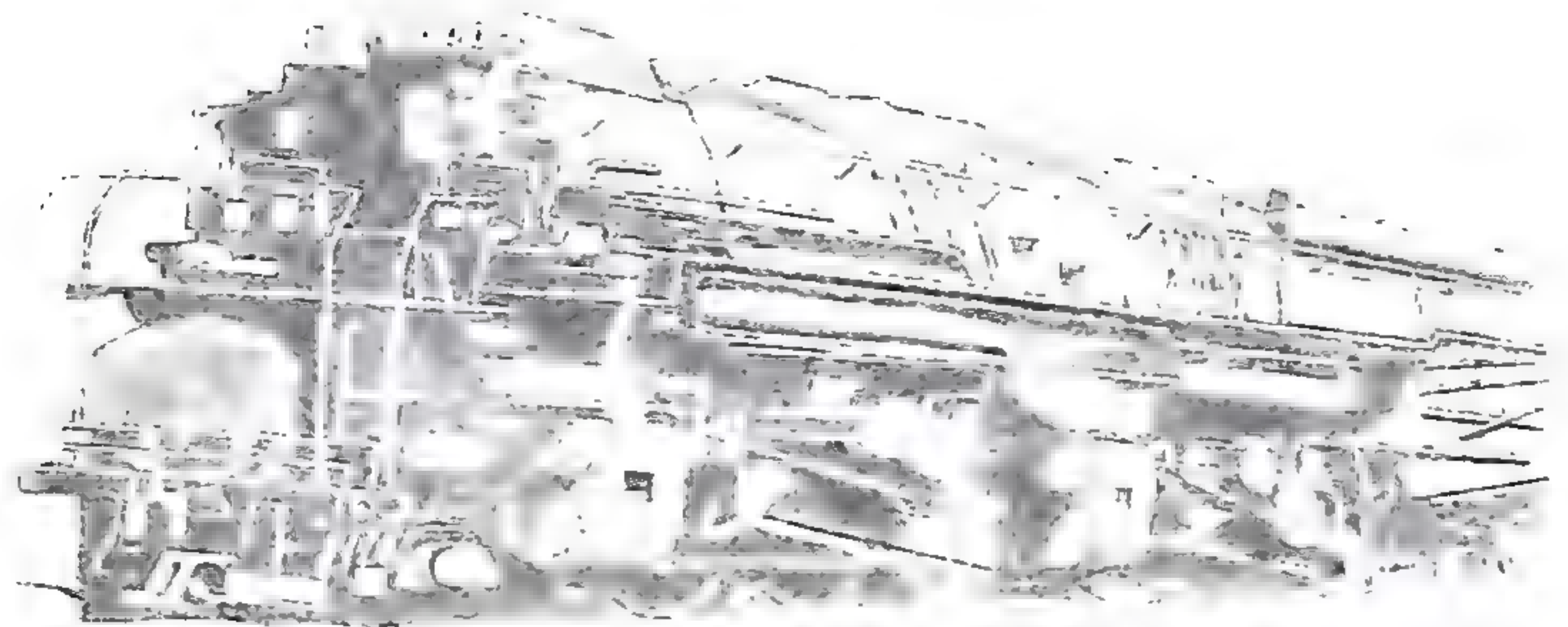
At Clifton Forge, Virginia, in August, 1948
Powering coal trains this locomotive did facilitate

Of all the steam locomotives it was powerful
and great

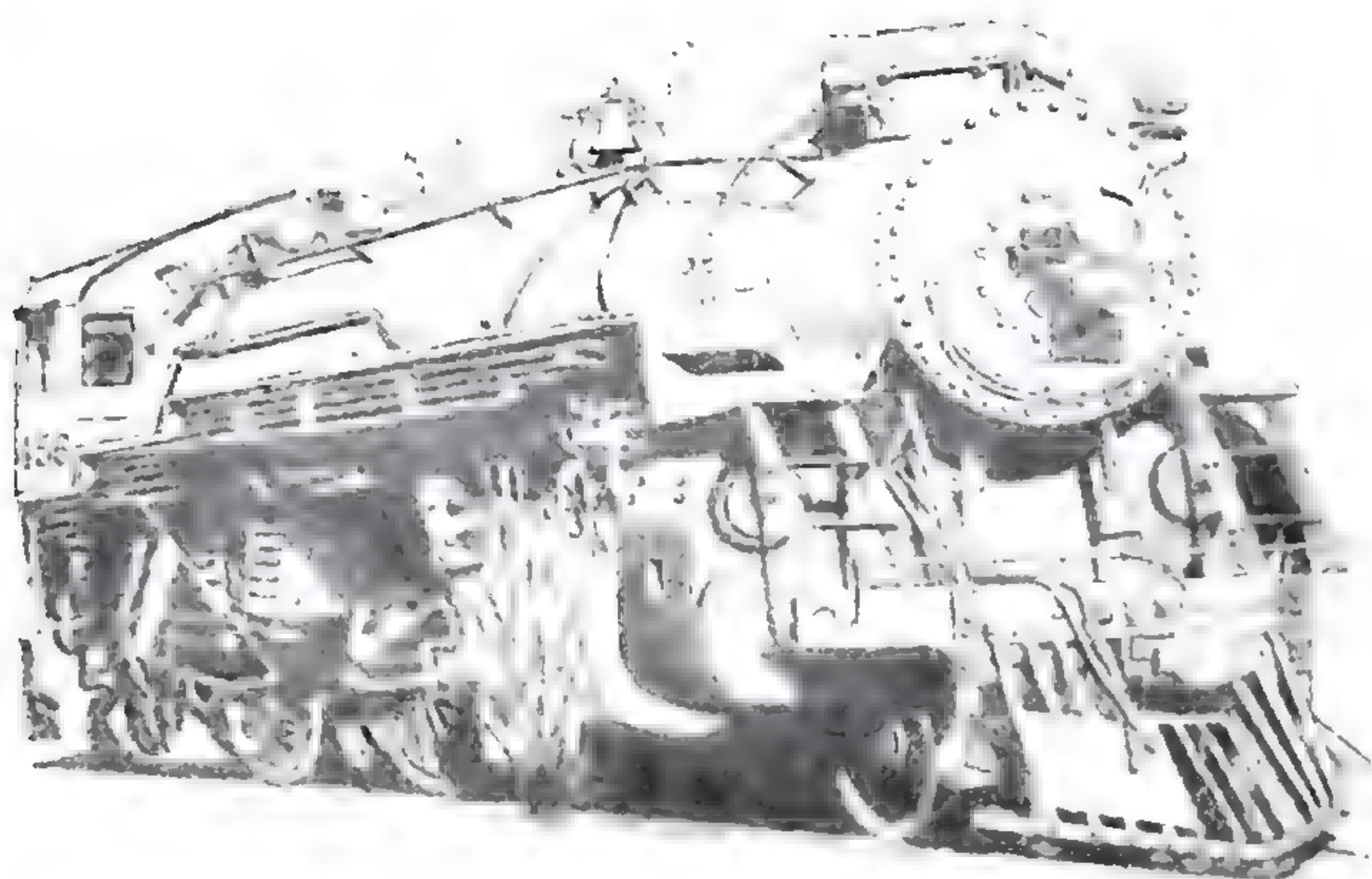
Known as the Alleghany 2-6-6-6 H-8

The H-8s in December, 1941, first began to arrive
Number 1600-1659 worked hard for years and
did thrive

Having more drawbar horsepower than any other
steam locomotives when one did compare
Whether needed to haul coal trains out of Hinton or
passenger trains it was always there.



Diane S. Segal



F-15

Close by is a steam locomotive magnificent to behold
It stands on the tracks so big and so bold

At St. Albans, West Virginia, is the huge F-15
In 1947 number 456 can be seen

Of tractive effort it has 32,400 pounds
A substantial amount enabling it to make its rounds

Tractive effort is the force that causes the train to move
Greater than all the resistance to the train's motion it must prove.

Diane S. Segal

AMERICA'S PIONEER MALLETT

Old Maud - A Life & Times

by Gregory P. Ames

A comprehensive 144 page biography of this famous locomotive with more than 150 photographs and illustrations in both black & white and color. \$59.95 + \$5 Ship

BACK BY POPULAR DEMAND:

This 2nd Printing with minor modifications. 546 pages containing more than 1000 black & white photographs, illustrations and diagrams. To be referenced time and time again \$69.95 + \$7 Ship

THE AMERICAN LOCOMOTIVE COMPANY

A Centennial Remembrance

by Richard T. Steinbrenner

See your dealer or order
online at:

www.ontrackpublishers.com

ON TRACK PUBLISHERS, LLC

16 Mt. Bethel Rd. #281, Warren, NJ 07059

732-469-3503

The Way It Was

remain on board. So before we left, word was passed through the train to flush the toilets in each car before we left town. This was our gift to Billings.

Later in the evening, we pulled in to Livingston, where we sat for at least an hour. It was dark, and we saw people along side the train with baskets of cookies, doughnuts, sandwiches, and jugs of coffee. Compared to the cool reception in Billings, this was a welcome surprise. Livingston was not a large town, but they sure treated us well.

We continued on that night and arrived at Spokane in early afternoon. The train then took the Spokane, Portland & Seattle down the north side of the Columbia River gorge. I remember look-

**We left for San Pedro
about the same time
the first atom bomb
was dropped on Japan.**

ing at the beautiful scenery as we went down the gorge. At Vancouver, Wash., we then turned south and finally arrived in Corvallis as darkness fell. We then left the train and marched to our barracks to begin a new chapter in our journey.

We held in Camp Adair for about three weeks, and then boarded another train for Arlington, Calif., a miserable place in the desert.

We left Arlington for San Pedro (Calif.) Port of Embarkation about the same time the first atom bomb was dropped on Japan. I remember seeing the headlines on the newspapers.

En route to San Pedro, we had another experience riding the Pacific Electric. The day was very hot. We had been standing in the sun for an hour wearing full combat gear with infantry packs, gas masks, steel helmets, and everything else the Army could hang on us. We boarded the cars and found they were like ovens. The windows would not open. As we were ever-resourceful tankers, we found that, by using a steel helmet, we could break out a window. At least we got some relief going to San Pedro, where we boarded ship that evening.—Donald M. Brown ■



Spectacular scenery and hardworking trains appear year-round in full-color photos. Each photo is accompanied by an informative description. Calendar recognizes national holidays, with room for appointments and reminders. 13x10"

68156 • \$12.95

Available at your favorite hobby shop,
at www.TrainsMag.com, and 1-800-533-6644.

Shipping and handling charges apply. Call for details or view online.

PMK-ADH-08X1455RH

F7051

IN SEARCH OF
Steam
VOLUME II: 1954-1955



NEW
from
Classic Trains

Witness the last hours of steam

Savor the lost world of steam locomotives with writer David P. Morgan and photographer Philip R. Hastings. *In Search of Steam, Volume II: 1954-1955* continues where the first edition (*In Search of Steam 1953-1954*, published in 2007) left off, with 100 pages of compelling writing and dramatic photography.



Order today to **SAVE \$1** and get **FREE** shipping!

Fill out and mail the attached card, order online at www.ClassicTrainsMag.com, or call 1-800-533-6644 Monday – Friday 8:30 a.m. – 5:00 p.m. Central Time. Outside the U.S. and Canada, call 262-796-8776, ext. 661. Please have your credit card ready.

Car Stop

The North Shore's slower side

Thanks to its speedy, frequent passenger service between the two cities in its corporate name, the Chicago North Shore & Milwaukee has been enshrined in railroad history as "America's Fastest Interurban." The North Shore Line is also remembered for using the elevated rapid-transit tracks around Chicago's Loop, and for its substantial carload-freight business. But beyond the high-flying *Electroliners* and burly freight motors, there was another side to the North Shore: local streetcar service in Milwaukee, Wis., and Waukegan, Ill. A 1950 photo (below) shows car 356, one of a group of 10 built by St. Louis Car Co. in 1928, changing ends at the streetcar stop outside the high-level interurban platforms of NSL's Milwaukee terminal at 6th and Clybourn streets. Down in Waukegan

(right), monitor-roofed car 500, the first of an order of 10 from St. Louis Car in 1909, rumbles south on Genesee Street near Water Street en route to Great Lakes Naval Station on a sparkling day in 1947; banners for a charity hang from the span wires, while, in the background, the Rialto Theatre's marquee advertises *The Hucksters*, starring Clark Gable. Also in 1947 (bottom right), south of Waukegan in the city of North Chicago, car 358 is southbound near 22nd Street on trackage situated between Sheridan Road (a.k.a. Illinois Route 42) and the Chicago & North Western's Chicago-Milwaukee passenger line. The North Shore ended its Waukegan local service in 1947 and ceased running its Milwaukee streetcars in 1951, a dozen years before shutting down completely.





Top and above, William C. Janssen; left, R. V. Mehlenbeck; all, Krambles-Peterson Archive

Rails 'N' Shafts

P.O. Box 300 Laurys Station, PA
18059 (610)-261-0133
rns@rails-n-shafts.com

American Car and Foundry, <i>Kaminski</i>	\$54.95
Anthracite Collieries & RR	
Western Middle Field, <i>Hemenway</i>	\$51.95
Ann Arbor in Color, <i>Warrick</i>	\$46.95
Atlantic and Danville, <i>Griffin</i>	\$23.95
B&O Cincinnati, <i>Dixon</i>	\$16.95
B&O Facilities Vol 1, <i>Withers</i>	\$46.95
B&O National/Capitol Limited, <i>Welsh</i>	\$29.95
BN Through Pass Service, <i>Stout</i>	\$46.95
Beth Steel Railroads, <i>Yeakel</i>	\$19.95
Billboard Reefers, <i>Kaminski</i>	\$47.95
Built to Move Millions, <i>Sensel</i>	\$39.95
Burlington Passenger Trains, <i>Strauss</i>	\$47.95
BN in Color V1-3, <i>Boyd</i>	\$46.95
Burlington Pass Train V1 or 2, <i>Strauss</i>	\$47.95
California Rails V1, <i>Gilbertson</i>	\$47.95
Canadian Color Guide V2, <i>Riddell</i>	\$46.95
Canadian Trolleys V2, <i>Halperin</i>	\$46.95
CNJ Steam Power, <i>Fischer</i>	\$23.95
C&O Facilities V1, <i>Huddleston</i>	\$46.95
CSX Clinchfield Route, <i>Taylor</i>	\$31.95
CSS&SB in Color V2, <i>Doughty</i>	\$46.95
C&NW Color Guide V1 or 2, <i>Kinkaid</i>	\$46.95
Colorado Central Railroad, <i>Abbott</i>	\$64.95
Diesel Spotters Guide 2008	\$27.95
EMD Locomotives, <i>Solomon</i>	\$31.95
Golden Age Railroad America's Heartland, <i>Warsner</i>	\$39.95
Iron Rails in Garden State, <i>Bianculli</i> ..	\$31.95
LNE Color Retrospect, <i>Lilly</i>	\$37.95
LV: New York Division, <i>Bednar</i>	\$41.95
LV: Wyoming & Buffalo Div, <i>Bednar</i> ..	\$51.95
Lehigh Valley Facilities V1, <i>Bednar</i> ..	\$46.95
Maine Central in Color V3, <i>Melvin</i> ..	\$46.95
Mauch Chunk Switchback	\$31.95
Milwaukee Freight Loco V1,2, <i>Strauss</i> ..	\$47.95
Milwaukee in Color V5, <i>Stauss</i>	\$46.95
New England Short Lines V1, <i>Carlson</i> ..	\$46.95
NY, Westchester & Boston, <i>Harwood</i> ..	\$31.95
NYC Steam West Buffalo Vol 1 or 2 ..	\$19.95
NYC Through Pass Trains, <i>Doughty</i> ..	\$46.95
NYO&W: Dairy Industry, <i>Mohowski</i> ..	\$49.95
Northern Pacific Color V2, <i>Nighswoner</i> ..	\$46.95
Only Yesterday on L&NE, <i>Fischer</i>	\$51.95
Original Norfolk Southern, 1883-1974, <i>Reisweber, McDonald</i>	\$51.95
PC Vol 1 in Color, <i>Plant</i>	\$46.95
PRR Broadway Limited, <i>Welsh</i>	\$29.95
PRR Diesel Pict V11	\$19.95
PRR Facilities Vol 1, <i>Yanossey</i>	\$46.95
PRR Lines West V1 or 2, <i>Orosi</i>	\$47.95
Pig and Whistle, <i>DeGraw</i>	\$47.95
Plant System, <i>Turner, Bramson</i>	\$39.95
Reading Diesels, <i>Woodland</i>	
Vol 1: First Generation	\$43.95
Vol 2: Second Generation	\$47.95
Reading & Northern, <i>Bednar</i>	\$43.95
SP Salt Lake Division, <i>Signor</i>	\$59.95
SP Western Division, <i>Signor</i>	\$55.95
Texas & New Orleans, <i>McLellan</i>	\$55.95
Trackside Around Georgia, <i>Boyd</i>	\$46.95
Trackside Eastern Ohio, <i>Timko</i>	\$46.95
Trackside PRR Dziobko	\$46.95
Trackside Rust Belt, <i>Timko</i>	\$46.95
Trackside Twin Cities, <i>Issacs</i>	\$46.95
Trackside West, <i>Holland</i>	\$46.95
Triumph 1-7, <i>Roberts</i>	\$59.95
Triumph 8, <i>Roberts</i>	\$64.95
Tumbleweeds & Fast Freights, <i>McMillan</i> ..	\$55.95
Visionary Railroader: Langdon, <i>Grant</i> ..	\$19.95
WM in Color Vol 2, <i>Plant</i>	\$46.95
WM: Fireballs & Black Diamonds, <i>Cook, Zimmermann</i>	\$39.95
add \$4.50 for 1, \$5.75 for 2 or \$6.95 for 3 items telephone/email/mail orders accepted	

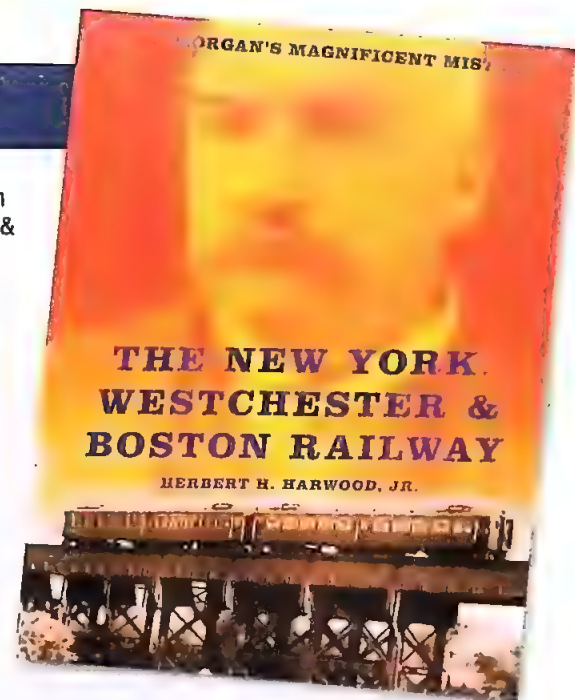
We are STILL your full-service railroad
book supplier - call us first for best and
lowest prices

Fall Store Dates (call for directions):
Nov 29, Dec 20, Feb 14

Ready Track

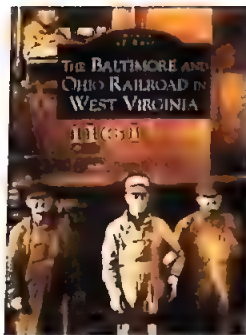
First Out

Of all the railroads to be abandoned in a single stroke, the New York, Westchester & Boston was in a class by itself. Unlike the creaky Rio Grande Southern or Ontario & Western, the NYW&B was grade-separated, two- and four-tracked, electrified—a first-class, commuter-oriented property from its opening in 1912 to its closure just 25 years later. That it failed is no surprise, for there was little apparent reason for its existence before or during its short life—it paralleled established New York Central and New Haven lines in Westchester County, N.Y., and ended at an inconvenient terminal in The Bronx. Indeed, the big mystery is why it was built at all. Mega-financier J. P. Morgan, who, through his association with the mighty-but-crumbing New Haven backed the project, knew the answer, but took it to his grave. It's hard to imagine a more interesting subject for a book, and it's harder still to think of a better treatment of it than author Herb Harwood's.—*Robert S. McGonigal*



The New York, Westchester & Boston Railway: J. P. Morgan's Magnificent Mistake, by Herbert H. Harwood Jr. Indiana University Press, Bloomington, Ind.; www.iupress.indiana.edu; (800) 842-6796; 7 x 10 in.; hardcover; 176 pages; \$39.95.

Other Books



The B&O had a big presence in the Mountain State, and this album presents a photographic slice of it. Following the standard format of the publisher's "Images of Rail" series, the book is composed of a short text introduction, followed by black-and-white photos, generally arranged two to a page, with extended captions. The photos are grouped into chapters: Passengers, Freight, Locals, Locomotives, Special Movements, Wrecks, Structures, Trackwork, and People. Some very fine views by the late J. J. Young Jr. are among the highlights.—*R.S.M.*

The Baltimore and Ohio Railroad in West Virginia, by Bob Withers. Arcadia Publishing, Charleston, S.C.; www.arcadipublishing.com; (888) 313-2665; 6½ x 8 in.; softcover; 128 pages; \$19.99.

Colorful trains and New England scenery are the focus of this album of color photos. The book is largely a collection of photos with captions, and presents a variety of scenes and equipment all along the Delaware & Hudson. The 210-plus photos date from the early 1970's through D&H's entry into Guilford in 1984. A variety of motive power can be seen, including modern (for the era) EMD and GE diesels, along with the road's ex-Santa Fe PA's and other classic Alcos. An index is keyed to photo locations. The photo reproduction is good.—*Jeff Wilson*

D&H Memories, by Ben and Allan Cruickshanks. Green Jay Press, P.O. Box 24, Mineral, TX 78125; www.greenjaypress.com; 10 x 8½ in.; hardcover; 142 pages; \$49.95.

D&H Memories

by Ben Cruickshanks and Allan Cruickshanks



Texas & New Orleans

Southern Pacific's Lines in Texas and Louisiana



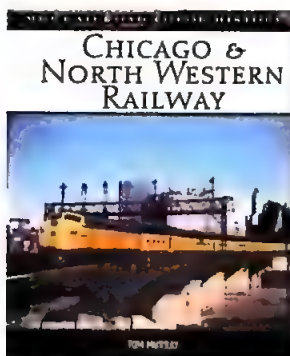
A.D. McLennan

The 4,600 miles of railroad that made up Southern Pacific's eastern lines were a vital part of the SP system, and they receive detailed attention in this new book. Author McLennan opens with a look at the development and construction of what became the Texas & New Orleans. The book then takes a segment-by-segment look at the railroad, and concludes with a look at dieselization and the combining of the T&NO with the SP's western lines. The book includes more than 320 photos. Most are black-and-white, with a few period color images as well. Numerous maps show routes and trace the evolution of various lines. Other graphics include charts, timetables, and train consists. Considerable attention is devoted to motive power, especially steam, with photos, detailed rosters, tonnage ratings, and description of usage. This meaty book is a well-written and detailed look at a key portion of the SP system.—J.W.

Texas & New Orleans: Southern Pacific's Lines in Texas and Louisiana, by A. D. McLennan. Signature Press, Wilton, Calif.; www.signaturepress.com; (800) 305-7942; 9 x 11 in.; hardcover; 386 pages; \$70.

Bytown's nicely done series of booklets on Canadian streetcar systems continues with these titles covering Montreal and city of Quebec lines. *Montreal Streetcars* includes 76 photos (42 in color) as well as a large pull-out map of the city's trolley system as it existed in 1941. The Citadel Division book has 113 photos (13 in color) of action on that line in Quebec City. The photos in both publications show city scenes as well as the railway equipment itself. Both books include maps, timetables, other graphics, equipment rosters, line histories, and descriptions of operations.—J.W.

Montreal Streetcars, Volume 3: Scenic Routes
Quebec Railway Light & Power Co., Volume 2: Citadel Division
Both by J. R. Thomas Grumley. Bytown Railway Society, Ottawa, Ontario, Canada; www.bytownrailwaysociety.ca; (613) 745-1201; 11 x 8½ in.; softcover; 44 pages (Montreal), 69 pages (Quebec); \$23.95 (Montreal), \$25.95. (Quebec).



This installment in MBI's Railroad Color History series takes a look at one of the major railroads of the Midwest and West. The book's text details the history and formation of the Chicago & North Western and the expansion of its western main and branch lines through Iowa, Minnesota, and other granger states. Author Murray examines the railroad's traffic patterns and competition, following the line through the Depression and World War II up to its absorption in 1995 by the Union Pacific. A chapter is dedicated to North Western intercity passenger traffic; other topics include Chicago commuter trains, mergers with the Chicago Great Western and Minneapolis & St. Louis, and expansion into Wyoming's Powder River coal basin. The book's 150 photos (two-thirds in color) are reproduced well, and do a good job of helping tell the story.—J.W.

Chicago & North Western Railway, by Tom Murray. Voyageur Press, MBI Publishing, Minneapolis, Minn.; www.motorbooks.com; (800) 458-0454; 8½ x 11 in.; hardcover; 160 pages; \$36.95.

RonRail Pictures

www.RonRailPictures.com

RAILFANING in the FABULOUS 50's

DISK ONE: SEE NYC West Shore, Hudson, & Harlem Divs. NYO&W, LV (psgr), CNJ (s), RDG (s), RF&P, C&O, B&M (s, doodlebug, BL2, RS3), MC, CN, NH, B&O (Jersey City Psgr service) NKP (s), Erie (ferries and Erie Ltd in Passaic) DL&W (ferries and Paterson) and NYC (ferries), CB&Q, IC, CR&P, D&GRW, NdeM, PRR(s), and URR(s). from 8mm by Walter Zullig.

DISK TWO: See many Steam industrials and short lines in the south and well as BIG STEAM on the B&O, L&N and IC centered around Louisville Ky and much MORE!!! from 8mm by Arthur Robb Sr. THIS PROGRAM BRINGS BACK MEMORIES AND THE GLORY DAYS IF ONLY FOR 3 1/2 HOURS.

(s) denotes STEAM; other () denote highlights.
3-1/2 hours ON TWO DVD's only \$38.95;
for Two VHS add \$3.00

THE KEY SYSTEM
in the 1930's, 40's and 50's
Also BART: The Early Years
From ferry years... to the bridge years... to the end of the line. Taken from the Mick Daklema Collection. Museum video courtesy Western Railway Museum. BART: The Early Years from the lens of Frank Miklos.

Runtime: 1 hour 25 minutes. Only \$24.95

ERIE LACKAWANNA / THE GOLDEN YEARS #1
1963 thru 1975 Hoboken to Chicago various routes & branches. See Phoebe Snow, Sussex Branch Milk Train,

TROLLEY MARATHON #2
1960's trolley action which includes 20 lines in 13 US, 2 Mexican, 2 European cities plus more.

N.J. TROLLEYS/ LEHIGH VALLEY TRANSIT #3
A double feature: 1945 thru early 1950's. Hudson and Essex counties, Atlantic City and Easton, Allentown to Phila. #21 & #10 and more.

COLORADO & SOUTH DAKOTA STEAM #R4
A Video Trip on 6 Steam Railroads as well as 2 diesel and 2 trolley operations. It's almost like being there!

OUR MEMORIES OF JERSEY CENTRAL AND PENNSYLVANIA RAILROADS #5
Three rail fans share their 1960's memories of the CNJ & PRR through their 8mm movies.

EMPIRE STATE TROLLEYS #6
1940's Manhattan, Yonkers, Brooklyn, Queens, Staten Island, Albany, Rochester, Buffalo and Jamestown. Also 1960; Staten Island Rapid Transit Rwy and NY Ferries. Eight ferry lines from Staten Island to Newburg N.Y.

FROM GOLDEN YEARS TO PENN CENTRAL BLACK YEARS #7
The years before (NYNH&H, NYC & PRR) and the years after (PC).

KEYSTONE TROLLEYS #8
1940's, 50's & 60's Trolleys all over Pa. including Phila. Fairmount Park, Reading, Hershey, Wilkes Barre, Scranton, Lancaster, Altoona, Johnstown, Pittsburgh and more.

OUR MEMORIES OF THE ERIE LACKAWANNA #9
Downtown Passaic, Lackawanna Paterson Station, Ride the Sussex Branch and much more!

TROLLEYS ACROSS AMERICA #10
See Interurbans II. Terminal, South Shore, North Shore, Milw Electric, PE and Key Systems plus 20 more cities. Taken in the 1940's and 50's

TROLLEYS ACROSS THE NORTH EAST #11
Taken in the 1940's and early 50's see many trolley lines in Washington D.C., Maryland, Pennsylvania, Rhode Island, Massachusetts, New Hampshire, Ontario and Quebec and more.

OUR MEMORIES OF CHICAGO #12
Ride 1960's and early 70's CTA and South Shore also see action at Dearborn and La Salle St. Stations and much more as three railfans share their old 8mm and memories.

BOSTON MEMORIES #13
Featuring PCC cars, and the Orange line EL. Also see the RED & Blue lines. Remembering the 1960's and 70 thru the lens of noted transit professional & historian Frank Miklos

DOUBLE FEATURE #14:
RAILFANING STEAM in the 70's & 80's.
See Morris County Central (Newfoundland) Pine Creek, N&W, Chessie, SOU, UP and MORE, in real sound. 1'20".

RON'S STEAM ADVENTURE:
1960's & 70's See Morris County Central (Whippany), BR&W, Wolboro, SRR, M&N, BEDT, READING and B&O IRON HORSE DAYS and MORE. 40" dubbed sound.

Total run time 2 hours - only \$24.95

RETURN TO BOSTON 1970's and 1980's #15
Featuring PCC's and Light Rail Transit from in and around Boston in the 70's and 80's

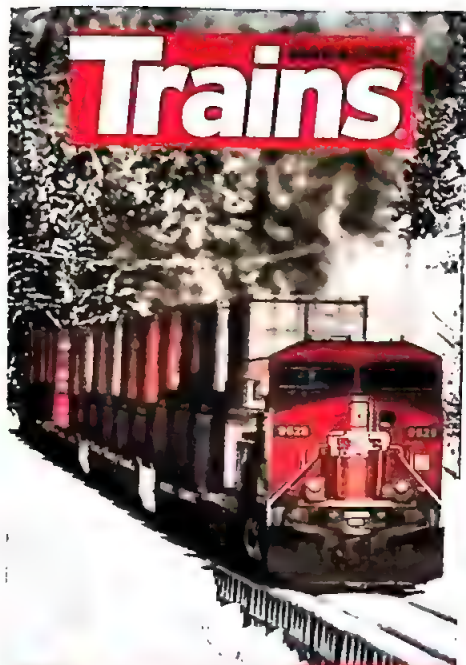
DVD or VHS all programs approx
1-1/2 to 2 hours for only \$24.95

Add \$4.00 S&H per order (PA add 6% tax)
See us on the web at www.RonRailPictures.com

or mail check or M/O to RonRail Pictures, Dept
NEW Please note our new address: NEW

5552 Republic Way, Bethlehem, PA 18017

Trains



DECEMBER '08

Canadian Pacific in snow-capped mountains
Even the winter-bound Selkirks can't stop these freights

Dark winter days
Go trackside to experience railroading during the most dismal time of the year!

Baltimore & Ohio's official Christmas tree
A tale of a revered holiday symbol that became a nationwide hit

Map of the Month:
The snowsheds that withstood punishing Colorado blizzards

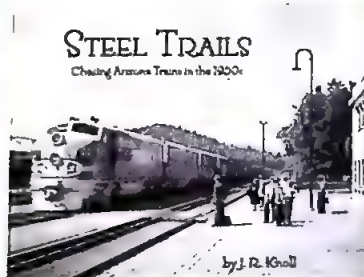
Plus:
Winter railfan survival guide
Keeping Amtrak's signature trains up to high standards
Transit systems are swamped with new riders
Grand Canyon ends seam ops

SUBSCRIBE TODAY! 1-800-533-6644

Order online at
www.TrainsMag.com

Ready Track

Other Books (Cont.)



Steel Trails displays the black-and-white photography of J. R. Knoll as he traveled Arizona shooting trains in the 1950's. The book includes a brief history and maps of the state's various Southern Pacific and Santa Fe routes as well as logging and mining lines. Most of the book is devoted to the more than 180 photos, which show trains in a variety of scenes, towns, and settings. Many sharp images show train crews, agents, operators, and others at work on and around the railroad. Fans of the SP and Santa Fe or the Southwest in general will enjoy it.—J.W.

Steel Trails: Chasing Arizona Trains in the 1950s, by J. R. Knoll. FriendlySP@comcast.net, 7788 E. Whileaway Pl., Tucson, AZ 85750-7409; 11 x 8½ in.; softcover; 116 pages; \$30.

There is perhaps no better measure of the density of PRR facilities in the New York City area than this book, which covers only about 25 route-miles in its 128 pages. But in that territory are such titanic installations as Sunnyside Yard, two Penn Stations (New York and Newark), several flying junctions, "branches" with multiple-track and catenary, and more miles in tunnels and on bridges than some entire railroads had. Photos are numerous, well-reproduced, and all-color. Also included are maps, timetables, and a 1954 list of stations and sidings. As this is just the first in a series of Morning Sun PRR facilities books, fans of the big red road have a lot to look forward to.—R.S.M.

Pennsylvania Railroad Facilities, Vol. 1: New York Division, Sunnyside to Lane, by Robert J. Yanosey. Morning Sun Books, 9 Pheasant Lane, Scotch Plains, NJ 07076; www.morningsunbooks.com; 8½ x 11 in.; hardcover; 128 pages; \$59.95.

PENNSYLVANIA RAILROAD



DVD



This broadcast-quality program is a lively exploration of one of the most popular aspects of railroad history. Although it covers everything from the stagecoach-like cars of the 1830's to the *Acelas* and luxury tour trains of today, the emphasis is on the colorful streamliner era. Wonderful trackside and on-board shots convey some of the spirit of that thrilling period. The *20th Century Limited* and *Super Chief* get a lot of coverage, but the *Daylight*, *California Zephyr*, *Capitol Limited*, and others are also included. Greatly enhancing the story is on-screen commentary from rail historians, including William L. Withuhn, Peter A. Hansen, Karl Zimmermann, and Bill Howes.—R.S.M.

America and the Passenger Train. RK Publishing, Golden, Colo.; order from Herron Rail Video, www.herronrail.com, (800) 783-3886; 28 minutes; \$24.95.

Wall calendars

Classic Calendar. Norfolk & Western Historical Society, P.O. Box 13908, Roanoke, VA 24038; (540) 342-0575; www.nwhs.org; 12 x 18 in.; \$9.95 plus \$4.85 shipping.

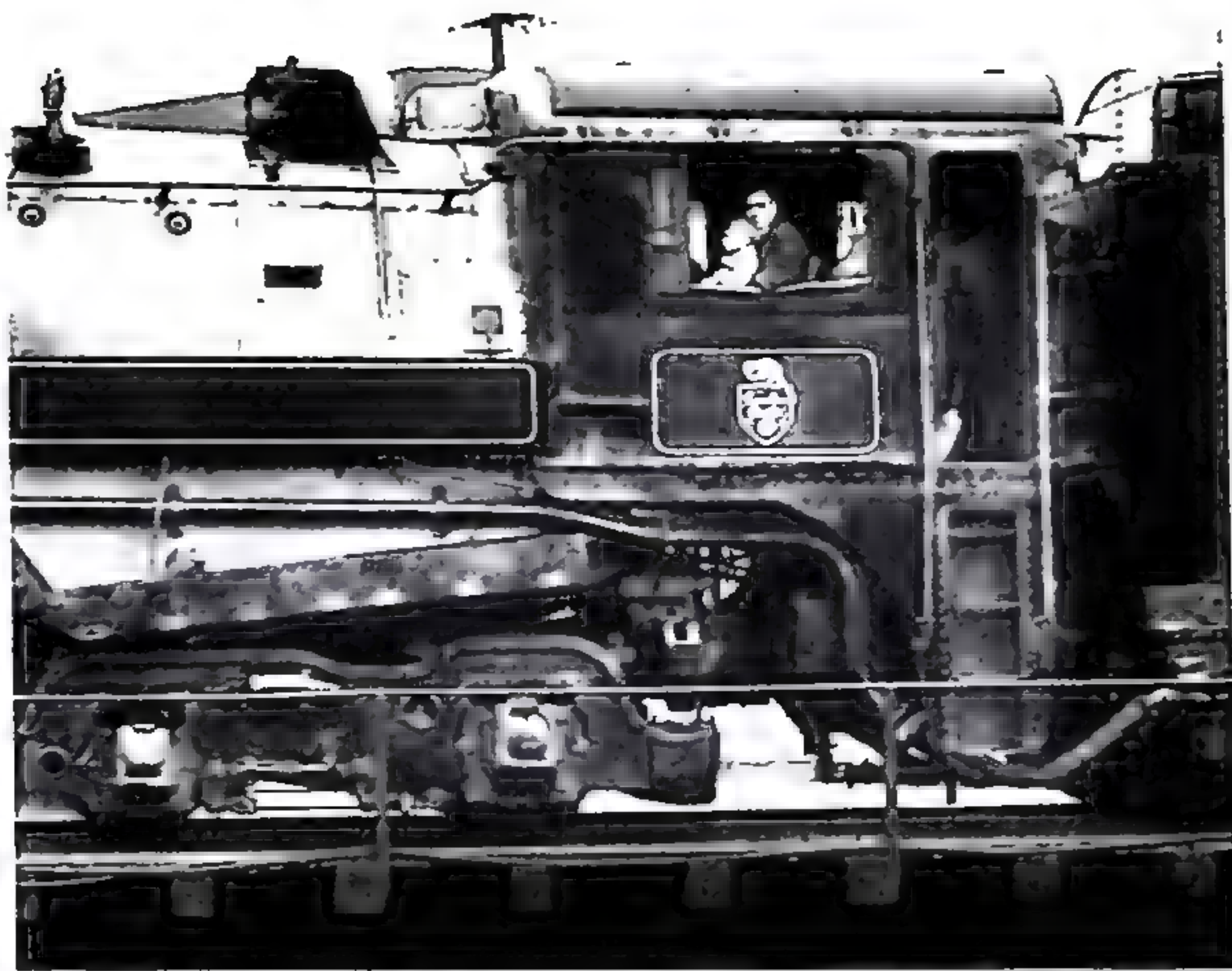
2009 Steam Calendar. Mid-Continent Railway Museum, P.O. Box 358, North Freedom, WI 53951; www.midcontinent.org; 12 x 18 in.; \$8.95 plus \$2 shipping.

The Friendly Southern Pacific. Steamscapes, 2254 Lawson Ave., West Vancouver, BC, Canada, V7V 2E4; 11¼ x 18 in.; \$12.95 plus \$5 shipping.

Northern Pacific Railway Association Calendar. NPRHA Company Store, 2599 E. Madison Street, Seattle, WA 98112; www.nprha.com; 11 x 17 in.; \$7.00 plus \$1.50 shipping.

'A day he'll never forget'

Magic moments for a small boy in Montreal



Two photos, Jim Shaughnessy

A little fellow gets the ride of his young life on Royal Hudson 2826 in Montreal on November 11, 1957. Might he be reading this now?

Among the many photos that Jim Shaughnessy submitted for this issue's Royal Hudson article [pages 50-55] were two that didn't quite fit the theme of the piece but that we just couldn't bring ourselves to leave out altogether. So, we decided to present them here. The setting is The Glen, Canadian Pacific's Montreal passenger engine terminal; the locomotive is H1c 2826; and the date is November 11, 1957. Alas, we don't know the name of the young boy, or of the man Jim took to be his father when he made the photos 51 years ago.

What we *do* know is that Jim was in all likelihood correct when he titled the pictures "A Day He'll Never Forget," for who among us doesn't cherish the memory of our first cab ride, or our first up-close encounter with a steam locomotive? The particulars may differ in our own experiences, but the thrill is universal.—*Rob McGonigal*

Steam trains star in major fine art show

Art in the Age of Steam: Europe, America, and the Railway, 1830-1960, is now at to the Nelson-Atkins Museum of Art in Kansas City. The exhibition, running through January 18, 2009, features more than 100 paintings, prints, drawings, and photos from 64 museums and private collections. *Art in the Age of Steam* is the most wide-ranging exhibition ever assembled of American and European works of art responding to the drama of the railroad, from the earliest days when steam trains churned across the landscape through the romance of the Victorian era to the end of the steam age in the 1960's. Underwriters include BNSF and Union Pacific.

To learn more, call the Nelson-Atkins at (816) 751-1321 or go to the Web site www.nelson-atkins.org.

Obituaries

David R. Sweetland

Railroader and book author Dave Sweetland, 71, died on September 13 in Exton, Pa., after battling cancer. He hired out as a junior engineer with the Pennsylvania Railroad's mechanical department at Altoona, Pa., in 1959; later, he was master mechanic with Penn Central and Conrail. He was instrumental in saving PRR E7 5901, Pennsy's first road diesel and the only E7 to be preserved. Sweetland was the author of dozens of railroad books.

Robert R. Malinoski

On September 16, railroader and amateur photographer Bob Malinoski, 84, died at Camp Hill, Pa. After serving in the U.S. Army Air Corps as a radio operator on B29 bombers during World War II, he hired out with the Erie in New Jersey, kicking off a 40-year railroad career. Malinoski's photos were widely published and were the basis for two books he authored: *A Golden Decade of Trains: the 1950s* (Morning Sun Books, Inc., 1991) and *Trackside around New York City, 1953-1968* (Morning Sun, 2001). He had two articles in *CLASSIC TRAINS*: "Spring 1953: A Midwestern Swing" (Fall 2000 issue) and "A Wartime Day at Bound Brook" (Fall 2005).

On the Web @

www.ClassicTrainsMag.com

Photo of the Week

Great classic-era pictures from our archives

Video Extras

- Santa Fe PA diesels
- NYC steam around Buffalo

Locomotive Profiles

All about the major steam wheel arrangements

Coming next issue

Spring Edition

- **Steam in the Eastern Townships** —

A 1954 trip to Quebec was filled with steam action on the Canadian National and Canadian Pacific

- **Glory Days in an SP Roundhouse**

A stint in the Marine Corps was good preparation for a job at SP's Bakersfield, Calif., roundhouse in 1955

- **B&O Trainmaster**

Trial by fire for a new man at a West Virginia outpost

- **Frisco Mixed Train** —

From the Baldwin VO1000 up front to the wooden caboose for crew and passengers on the rear, Frisco mixed trains 58-59 were bucolic time machines

- **Tales of a Gotham Station Master**

A Long Island Rail Road man looks back on his hectic years as the boss at Jamaica and part of Penn Station

- **Spring Break, 1950** —

A Purdue University freshman found a smorgasbord of railroading in Chicago

PLUS: True Color, The Way It Was, Bumping Post, Car Stop, and more!



Second Section

Military rail vets' reunion planned

America's railroads have long supported the military community. This included a major sponsorship of the Army's Military Railway Service (MRS) in World War II and the Korean Conflict.

To recognize this contribution, the Army Transportation Museum Foundation, the Association of American Railroads, and other organizations are exploring the possibility of sponsoring a 2009 reunion for World War II and Korean MRS veterans. Critical in determining the viability of holding a reunion is identifying a sufficient number of veterans that would attend. Unfortunately, as individual unit associations have disbanded, so too has the availability of a single source listing of MRS veterans.

If you are an MRS veteran, or know one, and would desire participating in a 2009 reunion, contact Mark Metz, LTC-USAR (Ret.), at m-m-e@comcast.net or (717) 597-2636. Any contact information will be used only for reunion planning and announcement distribution.

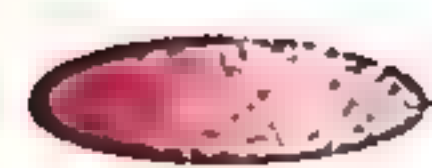
Ted Rose art exhibit continues tour

Best known for his evocative watercolor paintings of railroad subjects, Ted Rose (who died in 2002) also brought his artist's eye to rail photography. Rose's talents can be seen in the traveling exhibition *Railroads and the American Industrial Landscape: Ted Rose Paintings and Photographs*, which continues through December 30, 2008, at its third location, the Railroad Museum of Pennsylvania in Strasburg. The Ted Rose Studio and the Center for Railroad Photography & Art are sponsoring the exhibition, with support from the North American Railway Foundation.

As a young man, between 1956 and 1962 Rose followed and rode trains in the United States, Canada, Mexico, and Guatemala. His stunning, mostly black-and-white photographs taken during these journeys capture the bittersweet final days of steam railroading in those countries. ■

Subscribe Today!
1-800-533-6644
www.ClassicTrainsMag.com

ClassicTrains
MAGAZINE



Index of Advertisers

We believe that our readers are as important as our advertisers. If you do not receive your merchandise or a reply from an advertiser within a reasonable period, please contact us. Provide details about what you ordered and the amount you paid. If no action is obtained after we forward your complaint to the advertiser, we will not accept further advertising from them. *Classic Trains* magazine, 21027 Crossroads Circle, Waukesha, WI 53187

A&R Productions	81
Agassiz Publications	6
American Models	14
American Rails	17
Andover Junction Publications	6
Bennett Illustration	14
Carl Loucks	82
Chicago & N'Western Historical	81
Classic Toy Trains magazine	97
Classic Trains magazine	94
Classic Trains Special Issue	87
Colorado Railroad Museum	81
Dundurn Press	7
Durango & Silverton Railroad	85
Four Ways West	85
Friends of the East Broad Top	7
Garden Railways magazine	97
Garrigues House	12
GNRHS	17
Gohmann & Associates, Inc.	12
Greg Scholl Video Productions	85
Herron Rail Video	2
Johns Hopkins University Press	7
Kalmbach Publishing Co.	99
McMillan Publications	79
Model Railroader magazine	97
Monte Vista Publishing	19
Nevada Northern Railway Museum	19
NPRHA's Company Store	82
O. Winston Link Museum	82
On Track Publishers, LLC.	86
Pixels Publishing	11
Railroadbooks.biz	11
Rails 'N' Shafts	90
Revelation Audio-Visuals	6
RGM Watches	80
Ronrail Pictures	91
Savage Press	85
Diane Segal	83
Semaphore Records	11
Shore Line Interurban Historical Society	12
Signature Press	13
Southern Pacific Historical & Technical Society ...	11
Sunday River Productions	100
Trains Calendar	86
Trains magazine	15, 92
Trains Unlimited, Tours	80

Black/White Prints - Lists (with sample):
 Street car and interurban 17,500 scenes.....\$7.00
 Steam and diesel 3,000 scenes.....\$2.50
 Bus and trolley bus 2,000 scenes.....\$2.00
Duplicate Color Slides - Lists (with sample):
 Street car and interurban 11,100 scenes.....\$5.00
 Steam and diesel 13,700 scenes.....\$6.00
 Bus and trolley bus 2,400 scenes.....\$2.00
 Scholes Photos • Dept. CT
 3685 Fincastle Drive • Dayton, OH 45431

PROTOTYPE B&W PHOTOS OF TRAINS AND TROLLEYS

Available using the wet darkroom
method on fiber paper.
69 Years of experience.

M.D. MCCARTER PHOTO COLLECTIONS
 P.O. Box 1569, Camp Verde, AZ 86322-1569
 For a list of 25 catalogs please visit our web page:
www.mccarterrailphotos.net • mmccarter@wildapache.net
 telephone 1-928-567-6443
established 1939



JOIN THE RLHS TODAY!

Step back from the day-to-day of modern railroading and dig into the lively past of the rails—steam and semaphores and 40-foot box cars—sit on the observation platform again—through membership in the Railway & Locomotive Historical Society. Read our twice-yearly journal **RAILROAD HISTORY**, newsletter, other benefits! See us at: www.rlhs.org

Towers in St. Louis



Available December 1. This 150 page issue focuses on the 50 interlocking towers in the St. Louis area—from Alhambra to Valley Jct, along with photos, maps, manipulation charts, and recollections from former tower operators. Photos from Joe Collias, Monty Powell, Norbert Shacklette, Dick Wallin, Raymond

B. George, Jr., Mike Haper, Wayne Leeman, Clyde Anderson and others depict life in a tower. Rare photos include Brighton Tower, Cliff Cave and Fairlawn Tower—gone for more than sixty years. Signal locations, track alignments and fold out maps complete the package.

Only \$35 plus \$4 First Class Postage

TRRA Historical and Technical Society, Inc.
 P.O. Box 1688, St. Louis, MO 63188-1688
 (314) 535-3101 (evenings)



New Book!
The Horseshoe Curve
 Sabotage and Subversion in
 the Railroad City
 BY DENNIS P. MCILNAY
 AUTHOR OF THE BESTSELLING
 JUNIATA, RIVER OF SORROWS

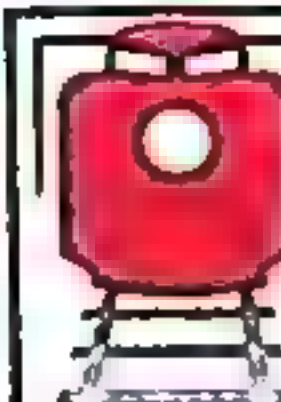
"Reviewer's Choice"
 — Midwest Book Review

(866) 695-5960

SevenOaksPress.com

\$36.99

(includes tax & shipping)



Features 12 (8x10) full color prints plus 2 covers
for \$8 post paid or railroad calendar pictures
(our choice) 12/\$3.00 Domestic orders only.
2-4 weeks delivery: Mystic Valley Railway Society,
P.O. Box 365486, Hyde Park, MA 02136-0009.

www.mysticvalleyrs.org

2009 New England RR Calendar

David A. Oram

**Original Railroad Paintings &
Limited Edition Prints**

1.866.308.2999

(Toll Free U.S. & Canada)

www.davidaoram.com



"A Rough Cut Life: Logging Railroad Stories" 30 Min. Best Quality! \$19.95
 New DVD - Double-headed Snow Plowing on the West Side, Mich-Cal Cable in Operation, Topping the Spar Tree, Parbuckling and more! 15 years in the making - Features stories told by the old-timers who ran the trains.
 Catenary Video Productions & Tuolumne Films
www.catenaryvideo.com
 Phone: 800-343-5540
 See the promo on YouTube

WABASH RAILROAD HISTORICAL SOCIETY

2009 B&W CALENDAR

\$10.00 ppd. - Remit to:

WRHS c/o Gary Roe

1224 Park Place

Quincy, IL 62301-4220

Prints of John Winfield painting for sale
see details at: www.wabashrhs.org

Decorative plaques to enhance your train layout!

Rail Plaque

www.railplaque.com



August, 1936

CD-ROM Edition

Over 1500 pages of Maps and Timetables
from the Golden Age of
North American Railroads

www.RailroadMap.com

GREAT RAILROAD ART

**THE
WARBONNET**
by
John H. Coker

—\$50.00—

13" x 18" ART PRINT FULL COLOR SIGNED NUMBERED



DIRECTORY OF TOURIST LINES AND RAIL MUSEUMS

Your essential travel source for railroad attractions. For advertising information call Lori Schneider at 1-888-558-1544, ext. 472.

ALASKA Skagway
WHITE PASS & YUKON RAILROAD
231 2nd Avenue



**"Scenic Railway
of the
World"**

Narrow gauge railway built during the 1898 Klondike Gold Rush! Operates diesel and steam excursions May through September. For detailed information on our excursion options, visit our website at wpyr.com. Call or email for brochures info@whitepass.net

www.wpyr.com 800-343-7373

CALIFORNIA Napa

NAPA VALLEY WINE TRAIN, INC.
1275 McKinstry Street



Daily, year-round scenic gourmet dining aboard lavishly restored 1915-1950 Pullman Dining Cars for Lunch, Dinner or Brunch while gently gliding past picturesque Napa Valley vineyards. All meals freshly prepared onboard. Over 100 Napa Valley Wines or Cocktail Service. Special events weekly.

www.winetrain.com 800-427-4124

CALIFORNIA Yreka

YREKA WESTERN RAILROAD
300 E Miner Street

Excursion Steam Train Rides • Special Events

Train Charters • Gift Shop open all year

Established 1889

www.yrekawesternrr.com 800-973-5277

COLORADO Alamosa

RIO GRANDE SCENIC RAILROAD
601 State Ave.



Make your Colorado memories on the rails this year! Enjoy steam power seven days a week, standard-gauge comfort and new, scenic dome cars as you roll through dramatic mountain passes, colorful canyons and charming Colorado towns. Lots of wildlife, bring your camera! Close to Great Sand Dunes National Park & Preserve. Connection with Cumbres & Toltec available. Season runs May-Oct, special events year-round.

www.riograndescenicrailroad.com 877-726-RAIL

COLORADO Durango

DURANGO & SILVERTON NARROW GAUGE RR & MUSEUM
479 Main Avenue



Authentic steam-powered, coal-fired scenic railroad through the remote mountains of southwest Colorado. Established 1881. Call or visit us online for specific winter train schedules and special events. Spring/Summer and Fall trains depart daily.

www.durangotrain.com 810-247-2733

COLORADO Golden
COLORADO RAILROAD MUSEUM
17155 W 44th Avenue, Golden CO 80403



Lose track of time year round at the Depot Museum featuring over 100 engines, cabooses and coaches on 15-acre scenic rail yard. Also, renowned library, roundhouse restoration facility and working turntable. Frequent steam-up opportunities. Group rates and programs available.

ColoradoRAILROADMuseum.org 800-365-6263

COLORADO Leadville

LEADVILLE COLORADO & SOUTHERN
326 East 7th

Schedule 2009 May 23 - June 12 one trip at 1pm. June 13 - Aug. 21 two trips at 10am and 2pm. Aug. 22 - Oct. 14, one trip at 1pm weekdays. Weekends at 10am and 2pm. Spectacular trip travels into the high Rocky Mountains, the railroad follows old C&S roadbed, & 1893 restored depot. Family friendly, pets allowed. For more info visit our web site.

www.leadville-train.com 866-386-3936

FLORIDA Fort Myers

SEMINOLE GULF RAILWAY
1-75 exit 136 at Colonial Blvd.



Colonial Station (Metro and Colonial Blvd.). Murder Mystery Dinner Trains 5 Nights a week all year. 5 course dinner prepared on train. Choose from 3 Entrées. Special Holiday Trains. Excursion trains across the Caloosahatchee run December to Labor Day. 239-275-8487. Visit our website with trip photos.

www.semgulf.com 800-SEM-GULF (800-736-4853)

GEORGIA Folkston

ROADMASTER'S LODGE
504 S. First Street

Lodge in a fully restored historic railroad building with full accommodations. Includes full bath, full kitchen, hardwood floor & tile, and Dish Net TV. Covered porch facing railroad tracks, walking distance to Folkston Funnel & Downtown.

www.roadmasterslodge.com 912-496-7304

GEORGIA Folkston

FOLKSTON FUNNEL
202 W. Main Street

**Train Viewing Platform and
Historic Transportation Museum (in Depot)**



Ninety percent of trains crossing the Georgia/Florida border funnel through the center of downtown Folkston, a charming town in southeast Georgia. Upwards of 60 trains a day pass through on CSXT's double-track main line. Expansive covered Train Viewing Platform, equipped with scanner, fans, lights, electricity & flood lights for night train watching. Walk to nearby restaurants or use the picnic table & grill situated alongside the platform. On the opposite side of the tracks visit the Transportation Museum in the Old Train Depot. Plenty of open areas for video/picture taking, with excellent views of north & southbound trains. If you love trains, you'll love Folkston. okechamber@alltel.net

Visit our new transportation museum!

www.folkston.com 912-496-2536

KENTUCKY Steam.
BIG SOUTH FORK RAILWAY
100 Historic St. Louis
Ride on the Kentucky & Tennessee shortline railway from Historic Stearns down the beautiful gorge of the Big South Fork. Our spectacular curves, grades, tunnel and bridge were the scene of many struggles as the K&T locomotives hoisted heavy coal trains up the 3% grades into Stearns. BSESR operates April through December.
www.bsfsry.com 800-462-5664

MAINE Rockland
MAINE EASTERN RAILROAD
4 Union Street



Come aboard our restored vintage railcars for a carefree round-trip journey through the spectacular scenery of coastal Maine on the old MEC branch line between Brunswick and Rockland, with stops in Bath and Wiscasset. Travel in style while enjoying expansive views of tidewater flora and fauna, summer fields and bogs, or magnificent autumn foliage. Experience charming seaside villages, picturesque sailboats, lobstermen and clamdiggers from the comfort of your overstuffed, reclining seat. Excursion service from Memorial Day weekend through late October, with special event trains in November and December. Wednesday through Sunday from July through October; weekends in May and June. info@maine easternrailroad.com

www.maine easternrailroad.com 1-866-ME RAILS

MISSOURI La Plata

DEPOT INN & SUITES
1245 North Brown



**Depot Inn
& Suites**

Attention Train Watchers: Experience a new all season train watching location! This new unique observation point is located on the intersection of the historic Wabash line and BNSF mainlines, with 80+ trains daily. Located within walking distance of the Depot Inn & Suites. Ask for the engineer discount.

Check out Northern Missouri's Finest Lodging Experience

www.depotinnandsuites.com 888-814-3669

NEVADA Ely

NEVADA NORTHERN RAILWAY MUSEUM
1100 Avenue A



In the high desert of east central Nevada is a time portal back to the heyday of steam railroading, the Nevada Northern Railway Museum in Ely Nevada. It is the premier preserved railroad complex in the country. The grounds encompass fifty-six acres with sixty-three buildings, structures and 30 miles of track. The Museum collection consists of three steam locomotives, six diesel locomotives and over sixty pieces of rolling stock. The museum also houses an extensive paper record of the railroad. The museum is open year round with excursion trains operating from the middle of April through December. In February we offer our famous photo shoots. In addition to a train ride you are encouraged to explore the ground of this National Historic District.

www.nnry.com 866-407-8326

NEW YORK Medina

MEDINA RAILROAD MUSEUM
530 West Ave.

WNY Railroad history on display. World's largest collection of RR artifacts, memorabilia, photos and models on display. Plus huge HO scale train layout 14 ft. by 204 ft. Home of the NYC E-8's #4068 & #4080.

www.railroadmuseum.net 585-798-6106

NORTH CAROLINA Bryson City
THE GREAT SMOKY MOUNTAINS RAILROAD



Departure from Bryson City's historic depot through the mountains of Western North Carolina. Jan 14-Dec 31. Mystery Theatre & Gourmet Dining trains, Peanuts™ the Great Pumpkin Patch Express, Raft-n-Rail, Railfest, Autumn Leaves, Little Engine That Could™, Thomas™, and Polar Express™.

www.gsmr.com 800-872-4681 Code T3

VERMONT Bellows Falls
GREEN MOUNTAIN RAILROAD
54 Depot Street



Trains around Vermont scenic excursions: Green Mountain Flyer, White River Flyer & Champlain Valley Flyer. Call or email for a brochure: railtour@vermontrailway.com. Visit us online for a schedule of special events or for information about our gift shop.

www.rails-vt.com 800-707-3530

Call 1-888-558-1544, ext. 472
for advertising information.

VIRGINIA Clifton Forge
CHESAPEAKE AND OHIO HISTORICAL SOCIETY
312 East Ridgeway Street



Nestled in the beautiful green mountains of the Virginia Highlands just off I-64, Clifton Forge is a great place to spend the day in the heart of C&O country.

Come explore our restored 1896 Freight Depot museum and visitor's center, rolling stock and equipment, archives, and photographic collection. See our 96' O Gauge layout, ride a handcar, and shop at the Chessie Shop. Watch CSX main line and yard action from a number of great viewing locations.

Clifton Forge is located at the very center of Virginia and West Virginia railroad heritage: less than an hour from Cass Scenic Railway, The Greenbrier, The Virginia Transportation Museum, and the O. Winston Link museum.

Come visit and experience the rich railroad heritage of the C&O!
www.cohs.org 540-862-2210

WEST VIRGINIA Durbin
DURBIN & GREENBRIER VALLEY RR
3 East Main Street



The West Virginia Heart



Ride four uniquely different excursions! New for 2008, 128 mi. round-trip, Elkins to Spruce wilderness trip on the expanded - Cheat Mt. Salamander Train!

www.mountainrail.com 877-MTN-RAIL

WEST VIRGINIA Romney
POTOMAC EAGLE SCENIC RAILROAD
Route 28 North



Enjoy the mountains and valleys that make West Virginia a special place aboard luxury lounge or open window cars on the Potomac Eagle. Trains operate 3.5 hour trips between Romney and Moorefield with all-day trips to Petersburg on selected dates. Trains run Saturdays and some Sundays, May thru September, with daily service in October for the fall foliage. Coach and first class service available on all trains; bald eagle sightings 100% for the 2005, 2006, & 2007 seasons. Call for more information or visit our website.

www.potomaceagle.info 304-424-0736

Say you saw their
ad in *CLASSIC TRAINS*!



IN DECEMBER'S ISSUE

**Build a realistic
layout in 4 x 8 feet**

Introducing our new project rail-
road - the Cascade & Timber Trail

Innovation in action

Spectacular lighting and mountain
scenery on a great O gauge pike

Postwar dream railroad

A layout inspired by a Lionel catalog

ON SALE NOW!
Subscribe Today!
1-800-533-6644

Order online at
www.ClassicToyTrains.com

**In the
December issue**

**Special 25th
anniversary issue!**

**Marc & Barb Horovitz's
Ogden Botanical Railway**

25 tips for beginners

Build a log train

Large-scale holiday displays
you can visit

To get your copy of the December
issue of *Garden Railways*, visit your
local hobby shop, newsstand, or call.

SUBSCRIBE TODAY!
1-800-533-6644

Order online at
www.GardenRailways.com

**Garden
RAILWAYS**
MAGAZINE

IN THE DECEMBER ISSUE

Sneak peek:
**A 5,500-square-foot
HO scale museum
layout you can visit!**

**Model steam-era
tank cars accurately**

**Tips to create late
winter scenery**

Subscribe today!
1-800-533-6644
www.ModelRailroader.com

**Model
Railroader**
MAGAZINE



H. B. Peterson

For Ike, a Pullman City in D.C.

Every four years, many thousands of people flood into Washington, D.C., for the inauguration of a new (or re-elected) President, filling hotels all over the area. Back when the *Official Guide* needed more than 1,500 pages to list the land's passenger trains, D.C.'s quadrennial lodging crunch was eased somewhat by bringing in dozens of Pullman sleeping cars and parking them for several days. One such "Pullman City" is pictured here, where nearly 40 sleepers jam the normally freight-only team tracks of the Pennsylvania Railroad's 14th Street Yard on January

19, 1953, the day before Dwight D. Eisenhower is to be sworn in for his first term as President. The location is ideal: just blocks south of Capitol Hill, in the shadow of the Department of Agriculture and the Bureau of Engraving and Printing, on PRR's freight line to Potomac Yard (indeed, FDR often boarded here when he wanted to keep his trips low-profile). Guests at this "hotel" are kept warm by the steam from a K4s Pacific, and if they're hungry, there's a PRR twin-unit diner on hand. A few private cars aside, visitors in January 2009 won't have this option. ■



Our **SUCCESS** is because of **YOU**.

As employees of Kalmbach Publishing Co. we thank you, our readers and advertisers, for your support as we celebrate our 75th anniversary. Your passion for our products has fostered our success.

In 75 years, Kalmbach has grown to produce 15 magazines, including **Classic Trains** and **Trains**, plus books, products, Web sites, and events enjoyed by enthusiasts worldwide.

Most importantly, this anniversary is a celebration of serving you, our customers. As we reflect on accomplishments of the past and enjoy successes in the present, we look forward to an even more exciting future.

Together with you,
our valued customers,
we can only get better.

**"Success in your job
can come only from
a genuine willingness
to please the customer."**

Albert C. Kalmbach, founder

CELEBRATING **75** YEARS
KALMBACH PUBLISHING CO. SINCE 1934

www.Kalmbach.com

ADM-KPC-2008TCRH

American Snowmobiler ■ Astronomy ■ Art Jewelry ■ Bead&Button ■ BeadStyle ■ Birder's World ■ Classic Toy Trains
Classic Trains ■ FineScale Modeler ■ Garden Railways ■ Model Railroader ■ Model Retailer ■ Scale Auto ■ Trains ■ The Writer

Catch our Holiday Special

Photo: Canadian Pacific Archives MNC 2881



15% off any 2 DVDs • 20% off 3 or more

15% code 2W8CT15 • 20% code 3W8CT20 • thru 01/06/09 • more classic train titles on website

SundayRiverProductions.com 866-544-7771

SUNDAY RIVER PRODUCTIONS

YOUR TICKET TO THE BEST ARCHIVAL RAILROAD FOOTAGE